Ermolenko injured in England

CYCLE NEWS

America's weekly motorcycle newspaper
November 3, 1993: Number 43
(outside the U.S. $2.75) $2.00

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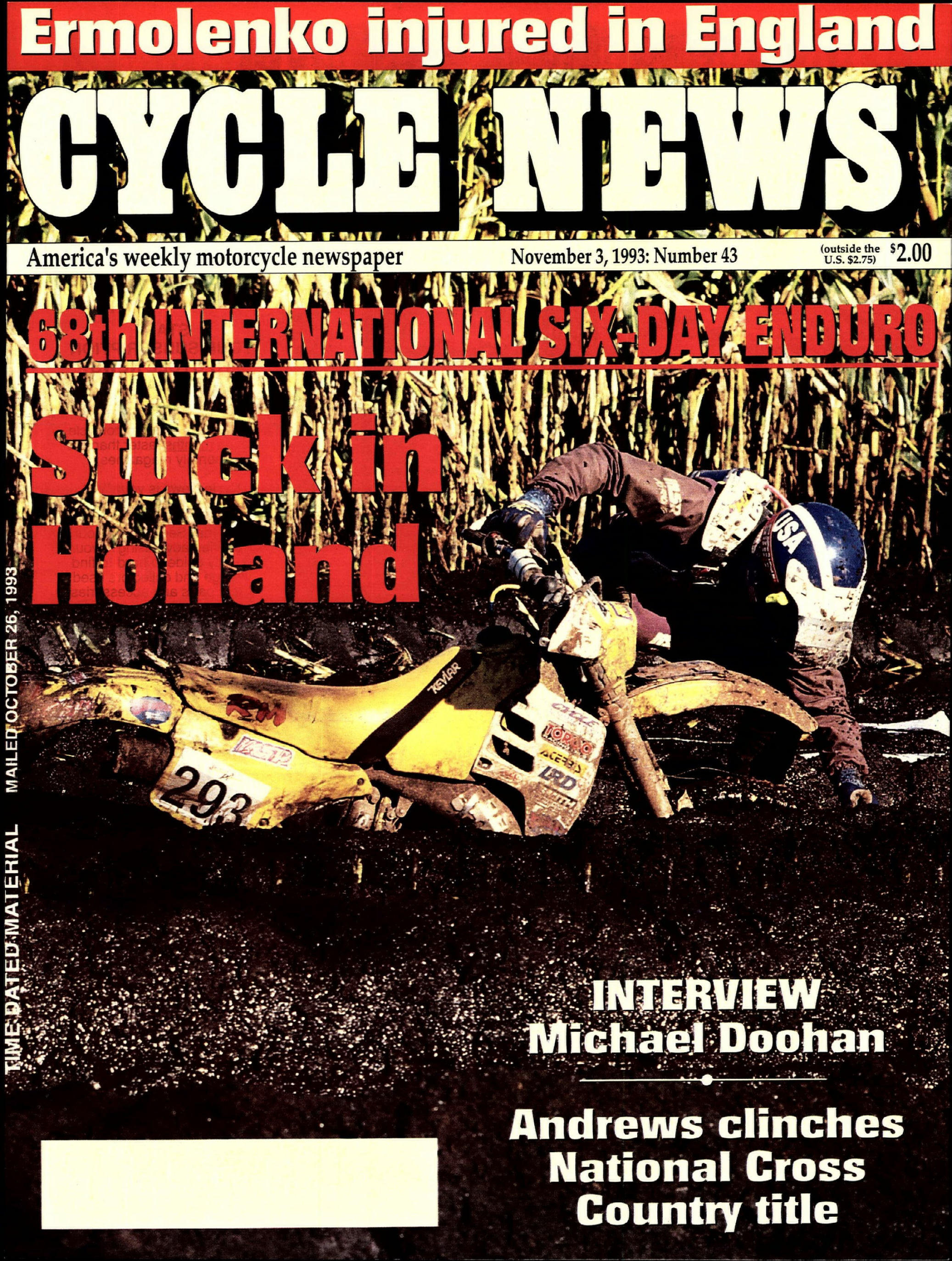

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Michael Doohan

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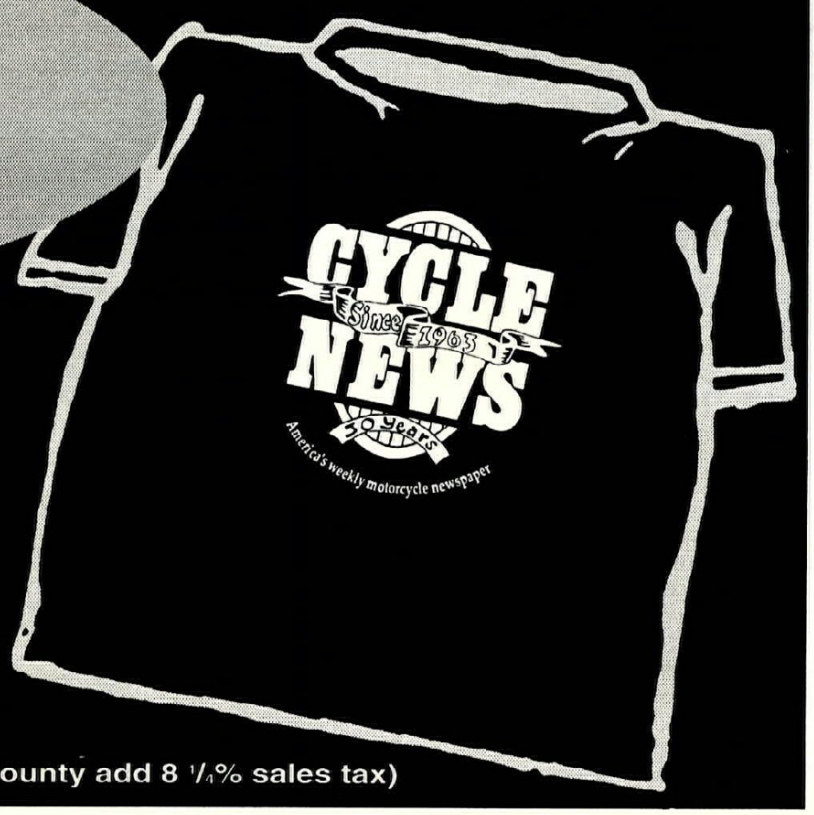

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Moto Liberty/Nankai II (Suz) clinched the AMA/CCS EBC Brakes Endurance Series GTU Championship with a win in the final three-hour race, the AMA/CCS Race of Champions at Daytona International Speedway, October 23. **Doug Carmichael** teamed with **Takahito Mori** to complete 76 laps of the 3.87-mile course. The key to their win was racing the entire three-hour event on the same DOT tires. The race was red-flagged once due to oil on the track and drenched by afternoon showers just after the first hour. **4 & 6 Racing** (Hon), who entered the race one point behind Moto Liberty/Nankai II, finished third, behind **AGV Sport Group** (Hon), after being forced to pit for a tire change. Canadians **Owen Weichel** and **Jonathan Cornwell** rode the 4 & 6 entry with **Steve Crevier** and **Michael Taylor** aboard AGV Sport Group. After winning their fifth race in the 12-race series, Moto Liberty/Nankai II tallied 339 points, six better than 4 & 6 Racing. **Northwest Racing**, fifth today with **Andy Fenwick** and **Dean Mizdal** riding, finished the season third with 271 points.

The GTO class win went to **Fastline/MCM Racing** (Suz), with **Michael Barnes** and **Scott Zampach** leading the entire race to win by four minutes, 17.889 seconds in a race which was finished under a cloud of scoring discrepancies. Fastline completed 79 laps at an average speed of 93.415 mph. It was their second win of the year, the first coming in the March running of the AMA/CCS Endurance Challenge at Daytona. **Hall-n-Still Racing** (Yam) finished second, better than a lap behind, in only their second AMA 3-hour event, with **Tray Batey** and **Thomas Wilson** handling the riding chores. Third went to the 1993 GTO champions, **Two Brothers Racing** (Hon), with **Tommy Lynch** and **Nick Ienatsch** taking turns on the bike. They were scored a lap down on third, but a lap up on **Dutchman Racing** (Yam) with **Ray Yoder** and **Mike Harth** riding. A scoring re-count was done on Sunday night, but the order stood. Two Brothers finished the season with 387 points, 30 more than Fastline/MCM Racing. Dutchman Racing ended the season with 305 points.

Tilley's H-D's **Scott Zampach** notched his sixth Harley-Davidson Twin Sports win, taking the final race in a thrilling three-way run to the flag at Daytona International Speedway. At the line, it was Zampach by .001 seconds over Bartel's H-D's **Mike Hale**, with H-D of Jamestown's **Shawn Higbee** a close third. T.Room's **Ricky Graham** finished just ahead of Hal's Harley-Davidson's **Andy Fenwick** for fourth. Zampach, who had already clinched his third consecutive Twin Sports title, finished the season with 385 points. Higbee ended up second with 336 and Fenwick was third with 236. Earlier Zampach had finished second in the Expert U.S. TwinSports, a race won by Lancaster H-D's Randy Texter. Earl Smalls Harley-Davidson's Brian Gibbs was third. Graham's fourth-place finish gave him the championship in the Continental Cup, a series which combined road racing and dirt track points from the 883 class.

Floridian **Danny Roberts** was a big-money winner at the Race of Champions at Daytona, earning $3500 for winning the Honda CBR900 Challenge. Roberts, **Fritz Kling**, and **Ricky Orlando** fought for most of the 10 laps, with Orlando crashing spectacularly in the International Horseshoe on the final lap. Roberts went on to beat Kling by .310 seconds with **Woody Deatherage** third just ahead of **Gene Church**. Kling pocketed $2500 for second with Deatherage taking home $2000 for third.

Roberts stood to make a lot more, but was disqualified, along with race-winner **Owen Weichel**, after finishing third in the Honda CBR600 Challenge. **David Estok**, who had finished second, was given the win and the $2000 first prize money. Hyd-Mech Saws/Honda Canada's Weichel and TBR Racing's Estok were disqualified for having a camshaft with 10 degrees more lift than the standard Honda cam. Both Roberts and Weichel filed appeals, and they had 48 hours from the time of the appeal to send in $300 for an appeal hearing. It was not immediately known if the discrepancy was do to Weichel's CBR600 being Canadian-spec. American Flyers' **Mike Murphy** was moved up to second and **James Leslie** was elevated to third.

Over 1800 entries were listed for the 27 sprint races and the final 3-Hour EBC Endurance Challenge at the Daytona **AMA/CCS Race of Champions** which was plagued by rain showers and delays throughout the three-day weekend. And unlike previous Races of Champions where one rider dominated, this year's race had a number of multiple winners, mostly Floridians, but no record-setters. Among the professionals, Miami Beach's **Pablo Real** won the Expert Heavyweight SuperTwins and Unlimited GP aboard a Ducati 888. Two Brother Racing's **Hikaru Miyagi** also won two races, winning the Expert Solo GTU and Expert Middleweight Superbike aboard a Honda CBR600, despite having to start from the rear of the grids. In the Amateur class, Orlando's **Eric Moucatel** took a pair of victories, riding his Mikmar Motors Ducati to wins in the Amateur Heavyweight SuperTwins and Amateur Lightweight SuperTwins. Gainesville's **John Blessed** captured wins in the Amateur Middleweight Superbike and Amateur Solo GTU aboard the Sandersons Cycle's Honda CBR600.

Danny Hamel (Kaw) kept his perfect record intact, winning the final round of the AMA National Championship Hare & Hound Series in Lucerne Valley, California, October 24. Hamel, who had already clinched the series title back in May, topped runner-up Ty Davis (Kaw) by over four minutes with Ted Hunnicutt (Kaw), Larry Roeseler (Kaw) and Dan Richardson (Hon) filling the top five. Hamel won each and every round of the seven-race series.

Scott Summers (Hon) scored the overall win at the Lead Belt National Hare Scrambles in Flat River, Missouri, October 24. The runner-up was series points leader **Scott Plessinger** (KTM), while **Jan Hrehor** (Yam), **Phil Converse** (Yam) and **Leigh Letellier** (KTM) rounded out the top five.

Kenny Roberts Jr. (Yam) lost all hope of winning the Open Ducados Championship when he crashed out of the sixth round of the series in Jarama, Spain, October 24. Spaniard **Luis D'Antin** (Hon) won the race and the championship after Roberts Jr.'s teammate **Sete Gibernau** (Yam) also crashed out of the race while disputing the lead with D'Antin. Second place went to **Juan Bautista Borja** (Hon) with **Luis Maurel** (Apr) finishing third. The series finale will be held in Jerez, Spain, on October 31.

Jim Neese (Kaw) and **Kevin Windham** (Kaw) were the big winners at round five of the AMA Dirt Shirts Fall Classic MX Series in Blountville, Tennessee, October 24. Neese won the 250cc/Open class, finishing ahead of **Mike Brown** (Hon), **Todd DeHoop** (Hon), Windham and **Chad Lough** (Suz). Windham topped the 125cc division, with **Ezra Lusk** (Suz), Brown, Neese and **Barry Carsten** (Suz) following.

Rob Muzzy has announced that Canadian Superbike Champion **Steve Crevier** will join the Muzzy Kawasaki team and will contest the 1994 AMA Superbike National Championship as well as the AMA/CCS 600cc Supersport Series. Crevier joins former World Superbike Champion **Fred Merkel**, who will ride in the Superbike and the AMA/CCS 750cc Supersport classes.

Kocinski signs with Cagiva

Former 250cc World Champion John Kocinski (right) was set to sign a contract with Cagiva on Monday, October 25, following a champagne celebration at the Palace Hotel in Varese, Italy on Sunday night, October 24, according to his manager Dave Stevenson.

Kocinski has agreed to terms on a one-year pact with the Italian team after meeting with the owners of Cagiva, the Castiglioni brothers. According to Stevenson, all members of both Castiglioni families were present on Sunday night in Varese, in the Palace Hotel which is owned by Cagiva.

"John will return to the USA on Wednesday to start training for next season," Stevenson said in a fax sent to *Cycle News* on October 25.

Kocinski dominated AMA 250cc Grand Prix racing in the late '80s, winning three straight championships in 1987, 1988 and 1989 before going on to win the 250cc World Championship in his first attempt in 1990 on a Marlboro Yamaha. In 1991, Kocinski was moved to the 500cc class and he finished fourth in the championship, winning the final race of the season in Malaysia. In 1992, Kocinski finished third in the 500cc World Championship, again on a Marlboro Yamaha, winning the final race of the series, this time in South Africa.

At the beginning of 1993, Kocinski was ousted from the Marlboro Yamaha team to make room for Italian Luca Cadalora, and he signed with Lucky Strike Suzuki to ride their unproven 250 in the 250cc World Championship. The highlight in the Kocinski/Suzuki relationship came with the 25-year-old's second-place finish in the season opener in Australia; the lowlight came following his third-place finish in the Dutch GP midway through the season. On the night following the Dutch GP, Kocinski was fired, reportedly for purposely blowing up the Suzuki on the cool-down lap (an allegation Kocinski denied) and not attending the winner's rostrum celebration.

Cagiva then snatched Kocinski up for the final four races of the season, with the Little Rock, Arkansas, native turning in impressive performances. Kocinski was fourth in his debut ride on the Cagiva in Czechoslovakia, was fourth again in the Italian GP and then won the United States Grand Prix at Laguna Seca on September 12. In the final round of the series in Jarama, Spain, Kocinski earned the pole position, but crashed when he couldn't avoid Shinichi Itoh who had crashed in front of him. Still, Kocinski ended the season 11th in the 500cc World Championship.

Ermolenko injured in England

Current U.S. National and World Speedway Champion Sam Ermolenko (right) was seriously injured on Monday, October 18, in a race at Monmore Green, England, the home track of the Wolverhampton Wolves for whom Ermolenko competes in the British League. The 32-year-old Ermolenko sustained a broken back as well as a broken femur and tibia in his left leg.

While there were no signs of paralysis, Ermolenko was given a body scan at the Wolverhampton Royal Infirmary on Tuesday, October 19, to determine the extent of his back injury. He underwent surgery the following day to pin the broken bones in his left leg, but doctors halted the procedure after repairing only the femur.

Ermolenko crashed in the first heat race of the night and slid through the catch fence, striking one of its main support posts.

"Kelvin Tatum beat Sam out of the start, and after three laps, Sam tried to go around the outside of him," said Carl Blomfeldt, Ermolenko's mechanic. "He just ran out of racetrack. It was a racing accident. There are a few chipped vertebrae in Sam's back, but the doctors figure bed rest will heal that 100%."

While a full recovery is likely, the crash marks another significant blow to the World Champion's career. A crash in Germany in 1989 left Ermolenko with shattered bones in his right leg, which took over 20 screws to repair and required that the leg be shortened some two-and-a-half inches. But Ermolenko came back with a vengeance in 1993, winning the World Individual title, captaining Team USA to its second-straight World Team Cup victory, and most recently winning the U.S. National Championship in Costa Mesa, California. Ermolenko was scheduled to compete in the final British League championship match of the season between Wolverhampton and the Belle Vue Aces, and in several invitational meetings in Australia over the winter. Ermolenko should recover in time to attempt to defend his World title in the 1994 Grands Prix.

IN THE WIND By Papa Wealey

The most bizarre rumor to surface at the AMA/CCS Race of Champions weekend at Daytona International Speedway on October 23-24 was that two-time World Superbike Champion and current AMA Superbike National Champion **Doug Polen** was leaving the Fast By Ferracci team and would ride a Honda RC45 in the 1994 World Championship Superbike Series. "Just leave it as that - it's just a rumor," Polen said when contacted by telephone at his Texas home on Monday, October 25. "I'll be racing AMA for Ferracci next year. That's what my contract says."

Enduro riders from northern and southern California will get the chance to go head-to-head in the Central Coast Motorcycle Association's **Leapin' Lizard Enduro**, to be held in Ballinger Canyon on November 21. The North-South Challenge will offer points for riders from both District 36 and District 37, and it is also the final round of the District 36 B-C Championship Series. For more information, call 805/434-3614.

Helmet painter by day, monster by night: **Joe Armstrong**, owner of the helmet and motorcycle custom paint shop Joe Schmoe Graphics, has been spending his evenings dressed up in a gruesome costume, working as an extra at Buena Park, California's Knott's Berry Farm during its annual Halloween Haunt. "It's the biggest rush," said Armstrong. "Sometimes you scare people so bad that they faint! It's definitely a charge after spending the entire day behind a spray gun."

Former Grand National Champion **Chris Carr** reports that though he has not yet signed a contract, verbal agreements with the Harley-Davidson factory will see him contesting the 1994 AMA Grand National Championship series aboard a factory Harley-Davidson XR750. "There were rumors floating around that Harley would disband its racing team, but they weren't true," said Carr. "As far as I know, everything will be the same next year and I'll be out to regain my title." Carr also added that he would like to spend some time aboard a road racer in the coming months. "I also gained permission from the factory to try my hand at road racing," said Carr. "Taking into consideration the length of next year's dirt track series (tentatively set for 26 rounds), it looks like my best bet to get some time on a road race course would be in an endurance road race."

According to four-time Grand National Champion **Scott Parker**, the injuries he sustained to his lower back in a crash at the October 9 Pomona Half Mile are healing up well. "The doctors in California said that I'd be in this brace for three months, but my doctor out here thinks that I'll be able to take it off next week," said Parker in an October 23 phone conversation. "My back doesn't even hurt, it's my butt that's killing me." Apparently, Parker's rear end absorbed most of the impact with the hay bales after he lowsided in turn one during his qualifying lap. "I remember sliding on my back into the hay bales. I kicked them with my feet, but my legs got knocked up in the air and I hit them dead on with my bottom," said Parker.

As we previously reported, Californian **Craig Decker** will contest the Western Regional 125cc Supercross Series as a member of the Ohio-based Honda of Troy team. Joining Decker on the squad and racing in the Eastern Regional 125cc Supercross Series will be Pennsylvania's **Davey Yezek**, while Michigan's **Todd DeHoop** and Californian **Erik Kehoe** will campaign the 250cc Supercross and Outdoor MX Series. The team will be backed by the Honda factory, while additional support will come from Enzo Racing, Axo Sport, Hondaline, Dunlop, Acerbis, 100%, Renthal and Bill's Pipes.

Z Custom Leathers, the Huntington Beach, California leather suit and jacket company, was burglarized on October 17. The entire showroom was stripped, and according to Z's Adolph Rodriguez, an estimated $50,000 worth of merchandise was stolen. The shop is offering a reward for any information leading to the arrest and conviction of the thieves. If you have any information, call 714/890-5721.

Attention southern California MXers: Here's your chance to attend a **Gary Bailey MX School**. "Professor Bailey" will hold a two-day class at Moreno Valley, California's Starwest Supercross Park, November 3-4. "Class starts each day at 9:00 a.m., and will usually run until dark," said Bailey, who also added that Endura's Mark Howard would be on hand as a guest speaker. The two-day class costs $225. To sign up, call 703/650-1759.

Team Kawasaki's **Mike Kiedrowski** is the final nominee for the AMA MotoWorld Athlete of the Year award, joining previously named nominees **Ricky Graham, Kevin Schwantz, Jeremy McGrath, Doug Polen** and **Sam Ermolenko**. In capturing this year's 250cc National MX Championship, Kiedrowski became only the second rider in the sport's history (the first being Jeff Ward) to win championships in all three outdoor series. Kiedrowski won the 125cc title in 1989 and '91, and earned the 500cc championship in '92. The 24-year-old was also a member of this year's winning MX des Nations team.

1994 AMA road race schedule

The AMA has announced a 10-race schedule for the U.S. Superbike Championship Series, which will also feature rounds of the AMA 250cc Grand Prix, AMA/CCS 600 and 750cc Supersport, Harley-Davidson 883 TwinSport and AMA/CCS Endurance Challenge rounds.

The only new venue is the April 8-10 running of the Los Angeles Grand Prix which will be held at the Pomona Fairplex in Pomona, California.

March 8-13	Daytona International Speedway	Daytona Beach, Florida
March 25-27	Phoenix International Raceway	Phoenix, Arizona
April 8-10	Pomona Fairplex	Pomona, California
April 22-24	Road Atlanta	Braselton, Georgia
May 20-22	Laguna Seca Raceway	Monterey, California
June 10-12	Road America	Elkhart Lake, Wisconsin
June 17-19	New Hampshire Int'l Speedway	Loudon, New Hampshire
July 15-17	Mid-Ohio Sports Car Course	Lexington, Ohio
July 29-31	Brainerd International Raceway	Brainerd, Minnesota
August 19-21	Sears Point International Raceway	Sonoma, California

World Championship Road Race calendar set

The 1994 World Championship Road Race Series will consist of 15 rounds, according to a press release issued by the FIM on October 24. Beginning on March 27 in Sydney, Australia and ending on October 16 in Barcelona, Spain, the series is also scheduled to return to Brazil and Argentina; the U.S. GP is scheduled for September 11.

The World Championship Superbike Series will feature 14 rounds, with no American round scheduled

Grand Prix		
February 27	Australian	Eastern Creek
March 10	Malaysia	Shah Alam
March 24	Japan	Suzuka
April 8	Spain	Jerez
May 22	Hungary or Austria	circuit to be designated
May 29	France	circuit to be designated
June 6	Unknown	circuit to be designated
June 26	Holland	Assen
July 10	Italy	Mugello
July 24	England	Donington Park
August 21	Czechoslovakia	Brno
September 11	United States	Laguna Seca
September 25	Brazil	Rio de Janeiro
October 2	Argentina	Buenos Aires
October 16	GP of Europe	Barcelona
World Superbike		
May 1	England	Donington Park
May 8	Italy	Monza
May 22	Spain	Albacete
May 29	Portugal	Estoril
June 12	San Marino	Misano
June 19	Germany	Hockenheim
July 17	Austria	Osterreichring
August 7	Sweden	Anderstorp
August 21	Malaysia	Johor
August 28	Japan	Sugo
September 11	Holland	Assen
September 18	Belgium	Spa-Francorchamps
October 16	Mexico	Mexico City
October 23	Argentina	Buenos Aires

American Honda announced its **1994 Off-Road Contingency Program**, and at $4.5 million, the program is the richest that Honda has ever offered. Open to riders of 1993 and '94 Honda CR and XR models, the program will cover 58 race series at tracks across the nation. Seven new MX series and five new off-road series are included. For more information, contact your local Honda dealership.

Castaic Supercross Park's **Shane Trittler** has announced that he has added several new sections to the Castaic, California, supercross track. "The track is about 25 seconds longer now," said Trittler. "The track now extends into the entire area where the parking lot used to be, and we've gotten nothing but positive responses." The track is open for practice on Tuesdays and Saturdays. For more information, contact Trittler at 805/294-0020.

The **Southern California Flat Track Association** is now holding Saturday dirt track races at **Glen Helen Raceway** in San Bernardino, California. For more information, call 714/956-0556.

If you live in southern California and would like to see a **new OHV park**, don't make any plans for Wednesday night, November 17. That's when the Los Angeles County Department of Parks and Recreation will hold a public meeting regarding a proposed OHV park at Hume and Baker Canyons, near Santa Clarita. The meeting will be held at Mint Canyon Community School in Canyon Country from 7-9 p.m., to gather public input. Written comments may be submitted that evening or mailed in advance to Joan Rupert, Department Facilities Planner I, L.A. County Dept. of Parks and Recreation, 433 South Vermont Ave., Los Angeles, CA 90020. For more information, call 213/738-2960.

Entries for the Ultracross division are still available for the final round of the **MTEG Off-Road Racing Series** in San Francisco's Candlestick Park, November 6. A total purse of $4000 is up for grabs. For more information, call 714/254-3001, ext. 3478.

Motocrosser **Timmy Ferry** will, for the third year in a row, be backed by **Rossini Racing Products Cycles (RRP)** of Palm Beach, Florida, and **Kayo Corp.** Ferry, who competed last year in the AMA National Championship 125cc MX Series and the Eastern Regional 125cc Supercross Series on a Yamaha, will ride a Honda in the '94 season.

Dual sport riders listen up. Early entries are already being accepted for next year's **Land of Enchantment Endurance Rally** held in eastern New Mexico, September 25-29, 1994. Riders who submit their entries before January 1, 1994, will be given a special rate. This year's event, held just a few weeks ago, covered approximately 1670 miles of mostly off-highway terrain. For more information, contact Roger Pattison at 505/985-2374.

Vintage racer **Dan Green**, who was airlifted out of the Hollister Hills SVRA during the final round of the Vintage Iron AHRMA National Vintage MX Series on October 17, is recuperating at the San Jose Medical Center in San Jose, California, with fractures to three vertebrae, three ribs, and with a punctured spleen. Cards and letters can be sent to:

Continued on page 3

VOICES Letters to the editor

One class act...

I've just returned from two days of racing at the Birch Creek round of the AMA Fall Classic Series and I was extremely impressed with the new facility and how all aspects of the racing were handled. I've attended amateur and professional events for 20-plus years, and felt that the facility had a great atmosphere - very casual and relaxed without the hassles that seem to occur at other events. This, combined with a mostly natural track layout (no supercross stuff here) and perfect conditions, leaves me wondering if we can count on a repeat next year. If so, those who missed it this year will get a chance to see one of the best-promoted events on the East Coast.

M.D. Smith
Greensboro, NC

According to the AMA, they are pleased with Fall Classic Series and plan on continuing it for '94. There is even talk about expanding the series (as a replacement for the now-defunct 500cc National MX Series?). A schedule has not yet been finalized...Editor

Two class acts

On October 9 and 10, the Ridgerunners M.C. put on a terrific dual-sport ride from Angels Camp, California, to Carson City, Nevada. Roll-chart mileages were precise and the trail layout was great. The ride took us through Tahoe and we were later treated to a superb steak lunch with home-baked cakes. The areas covered and fine club work made it the best dual-sport ride I have been on. My applause to the club members for their hard work.

Don Montgomery
Oakland, CA

A wake up call

Hey, Donnie Harrell (Voices - October 20), wake up and smell the coffee. It sure is un-American to complain about Harley-Davidson getting into superbike racing. There are many of us out here who have been eagerly awaiting the addition of a new Harley road racer.

Who can forget the days of Gene Church and the Don Tilley-tuned Lucifer's Hammer in BoTT. We have been waiting a long time for this and already people like you are whining about things that will never happen. Why is it that so many people have to draw these American/Japanese lines all the time. Do we not have a common interest here? Motorcycles.

In response to his claims of Harley and the AMA changing rules in dirt track racing, did he happen to notice who won this year? And is it possible that the Japanese factories pulled out for other reasons? Lighten up, enjoy the sport, and cheer for your favorite motorcycle and rider.

P.S. Keep up the great work, congratulations to Kevin Schwantz and best wishes to Wayne Rainey and his family.

Phil Schlief
St. Paul, MN

Complain no more

In response to all the complaining about Harley-Davidson, dirt track racing and the AMA: Racers know what it takes to win a championship. It takes a combination of suspension, chassis setup, tire cut and pressure, a strong motor, lots of desire, and good old luck. The winning bike is built with components from many aftermarket manufacturers; it's not just a Honda, Harley, Rotax, Yamaha, Triumph, etc. It also takes the full talent and support of tuners, sponsors, family and friends. This is why Ricky Graham, Scott Parker, Chris Carr, Bubba Shobert, Jay Springsteen, etc., have been successful. It's not because of special rules.

I am a Pro/Am racing a 600cc Honda. When I get beaten by a Rotax, I try harder. When my setup is right, I've beaten them. That's racing.

As for the 883 class - until the grandstands are filled with fans calling for 600s, then promoters and the AMA have to run classes that put the fans in the stands - because racing cannot survive only for the riders.

So stop complaining, put on a smile and come to the races. We'll give you the best show in town.

Mike Speh
Loxley, AL

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

IN THE WIND By Papa Wealey

Continued from page 2

Dan Green, Son Unit 3534B, San Jose Medical Center, 675 East Santa Clara Street, San Jose, California 95112.

Metzeler Tires will be hosting **seminars** open to riders, spectators and dealers during the **Metzeler Grand National Final** and **Suzuki National Cup Series Final**, in Braselton, Georgia, October 27-30. The seminars will be held in the Metzeler hospitality tent in the paddock area. For exact times, notices will be posted at the facility and public announcements will be made throughout the weekend.

The final motocross of the season at **San Jose Speedway** in San Jose, California, on October 30-31 will be a two-day affair and will offer a minimum of $1500 in pro purse money. Sunday's program will feature an all-sportsman day with a 50% pay back along with high-point award presentations.

The **WERA/Metzler Grand National Final** and **Suzuki National Cup Series Finals** which will be held on October 29-31 at Road Atlanta in Braselton, Georgia, will again be televised this year. There will be a one-hour show on Prime Network featuring the WERA Pro Series races; a 30-minute show on ESPN covering the Suzuki Cup events; a 30-minute show on ESPN2 featuring WERA club racing; and a five-minute segment on both CNN and TBS's News for Kids featuring the Hayden brothers and their exploits in WERA F-III racing

HIRED: Larry Coleman, as director of marketing/ power sports, at Allredy Canopies in Newport Beach, California. Coleman will introduce a new line of canopies into the motorcycle and watercraft markets. CN

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ON THE FRONT PAGE:

William "Wild Bill" Rush finds himself in a messy predicament in the middle of a Dutch corn field during the 68th International Six-Days Enduro in Holland. Rush eventually extracted his bike and went on to earn a Bronze medal. See page four for ISDE coverage. Photo by Kit Palmer.

CYCLE NEWS
America's weekly motorcycle newspaper
Volume XXX

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), $50.00; two years (100 issues), $95.00; six months, (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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No joke, Poland wins Dutch ISDE

(Above) Polish World Trophy Team rider Maciej Wrobel pushes his 80cc Italian-made TM through one of the many mud-bog sections that made up this year's ISDE in Holland. Three of the six riders on the winning Polish Trophy team were mounted on 80cc TMs. (Right) The impound area was centered at the road racing Circuit van Drenthe in Assen.

By Kit Palmer

ASSEN, HOLLAND, OCT. 10-16

Mention Holland and most people will think of wooden shoes, windmills, or perhaps of sipping a glass of Heineken on a sidewalk cafe in Amsterdam. But mention Holland to any one of the 488 riders who competed in this year's 68th running of the International Six-Days Enduro and they will no doubt think of never-ending rain, endless stretches of deep mud bogs and the smell of burning clutch plates and steaming radiators.

Well, perhaps not all of them will have those thoughts.

At least not six riders from Poland. For them, Holland will most likely be remembered as a place where seemingly impossible dreams can come true. For the first time in ISDE history, the Polish team walked away with the prestigious World Trophy Team title in what was one of the toughest and most grueling Six-Days events ever. Of the 19 six-rider World Trophy teams that started, only two managed to finish all six days with their entire squad intact - Poland and the runner-up team from Ireland.

This year's event proved to be more of an endurance run than anything else. A deluge of rain in the Assen area turned most of the off-road sections into unforgiving, bike-swallowing mud bogs, and if the mud didn't get them, many sections of deep sand did. Even before the first day was over, most of the field had already switched to survival mode, and getting one's bike and body to the finish line had turned into priority number one - speed in the special tests, which usually determines the outcome of ISDEs, would, for all intents and purposes, play a non-significant role in this year's event.

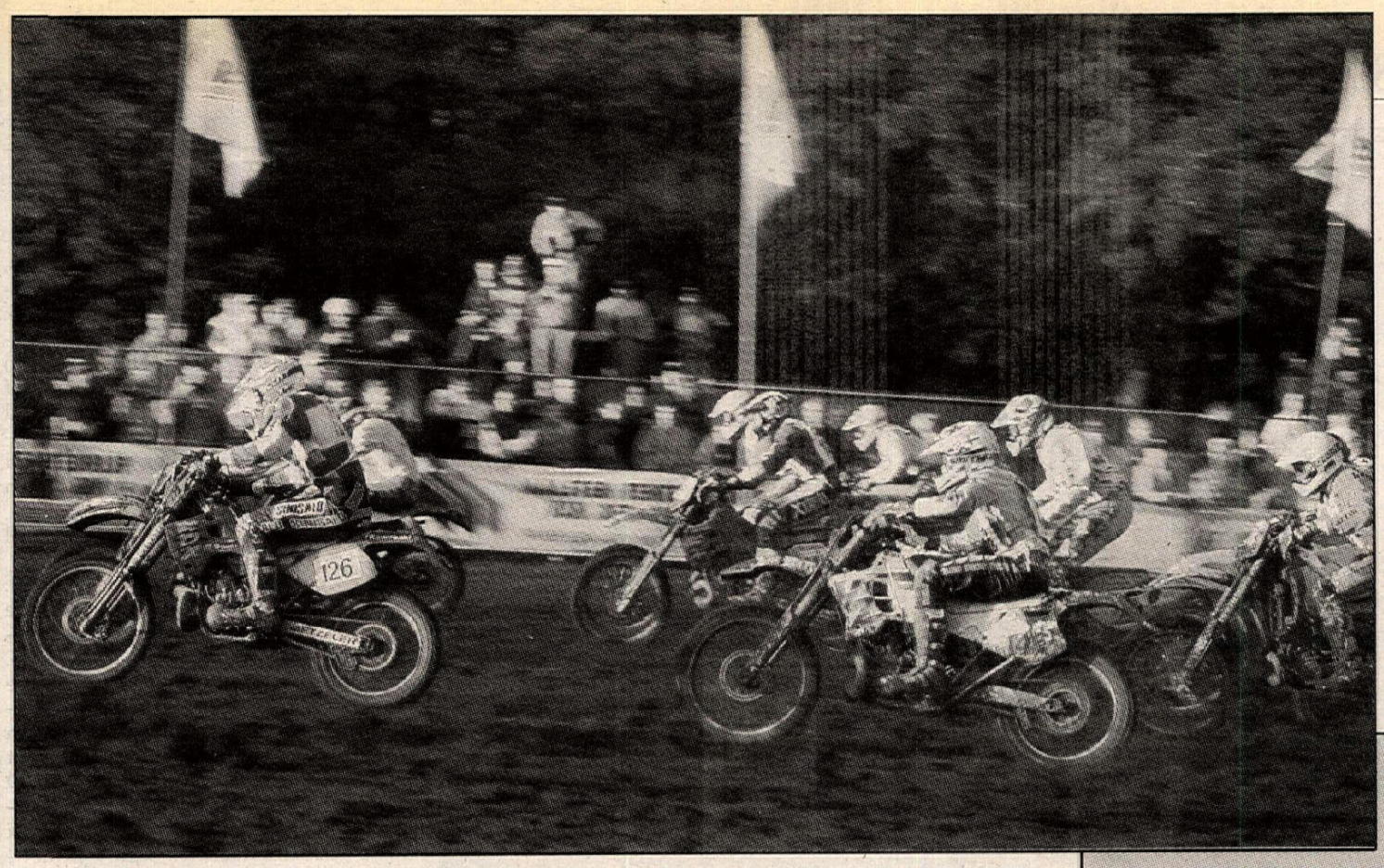
Poland finished ahead of Ireland with plenty of room to spare. Nearly 7000 points separated the two teams when it was all over, while the Dutch team had to settle for a distant third. Holland looked to be headed for a second World Trophy title until one of their team riders broke down on day four.

The French team, led by two-time ISDE individual winner Stephan Peterhansel, nabbed fourth, while Great Britain, led by three-time 125cc World Enduro Champion Paul Edmondson, rounded out the top five overall in the World Trophy competition.

The U.S. World Trophy team, made up of four-time AMA National Enduro Champion Randy Hawkins, Fred Hoess, Steve Hatch, David Rhodes, ISDE rookie Ty Davis and last year's "Top American" in Australia, Rodney Smith, finished 13th overall after losing two of its riders during the course of the week.

In the Junior World Trophy division (for riders 23 years of age and under), Holland scored the win for the fifth time, their previous win having come in 1956. France, Czechoslovakia, Spain and Sweden filled out the first five overall.

The U.S. Junior World team - Pat Garrahan, Chris Smith, Josh Whitaker and Scott McLaughlin - fared even worse than the U.S. Trophy team. Only one rider - Garrahan, an



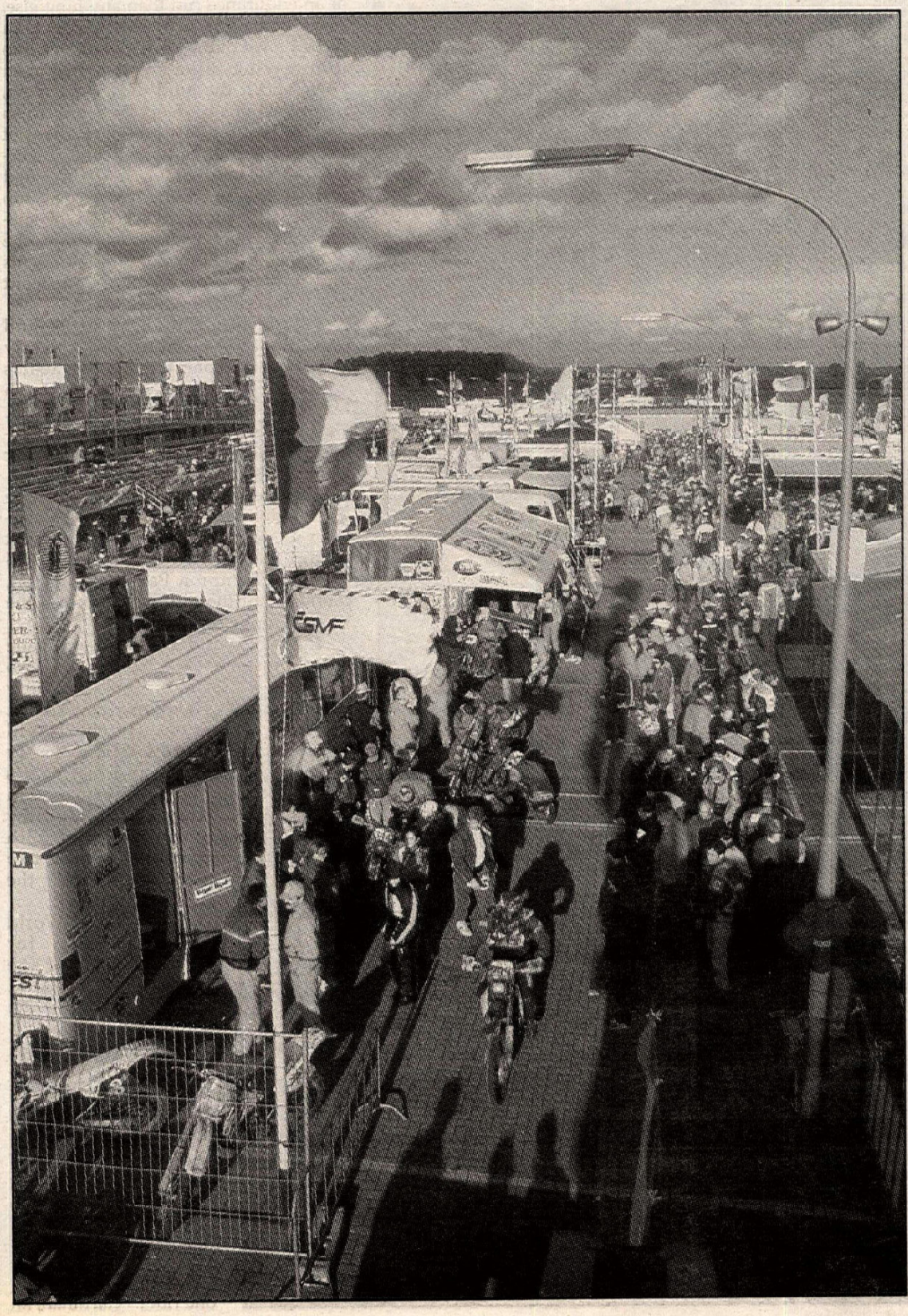
(Above) Dutchman Gerard Jimmink (126) was the overall individual winner, but he was beaten by American Ty Davis (center) in the Final MX Special Test.

ISDE rookie - made it to the finish line. By the third day, Smith, Whitaker and McLaughlin were already sidelined, and the end result was an 11th-place finish for the U.S. squad.

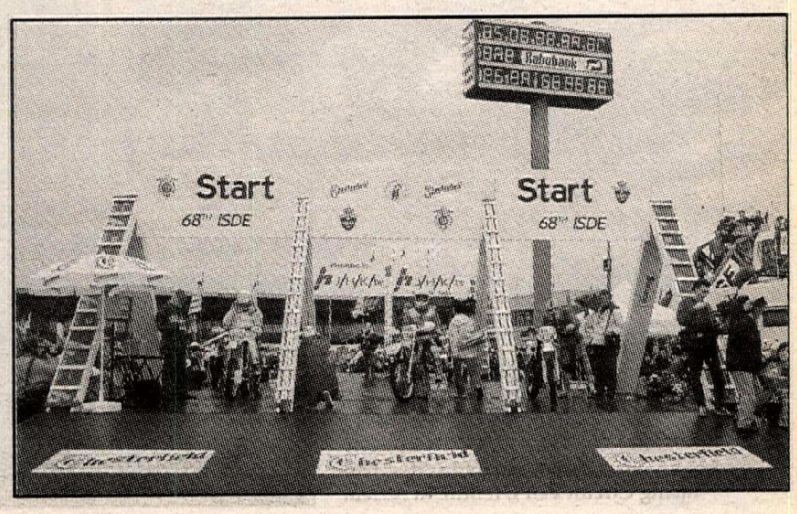
Only 12 Gold medals were awarded this year, and unfortunately none of those went to American riders. Even Silver medals were hard to come by. Just three U.S. riders - Ty Davis, Fred Hoess and Rodney Smith - earned Silver medals, and the rest of the 14 U.S. finishers earned Bronze medals.

Davis also earned the unofficial title of "Top American." He had accumulated fewer evaluation points than any of the 37 U.S. riders, and he was also the top U.S. class finisher, placing sixth in the 500cc class and 21st overall. The next-best U.S. class finisher was Hoess, who was eighth in the 125cc class.

This year's overall individual winner was Dutchman Gerard Jimmink, who



(Above) Ty Davis had enough time at the checks on day two to perform minor maintenance on his Kawasaki KX500. Davis, an ISDE rookie, earned the unofficial title of "Top American;" he finished sixth in the 500cc class. (Left) This was one of the few times the sun made an appearance during the six-day event; American Club rider William Rush leaves the pit area before impounding his bike at the end of day three.(Below) Day one dawned wet and rainy. Of the 488 riders that started the event, 282 finished.



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(Above) Course marshals point out the best line to Austrian rider Rudolf Poschl in a day-one special test, which was laid out in a man-made sand pit. (Right) If the mud bogs didn't get you, the soft sand would, as Dutch rider Marcel Velden finds out. (Below) American Steve Travis was forced to use an alternate line up this sandy hill when a Dutch rider got stuck in a deep sand rut.

also topped the 250cc class on a Kawasaki KX250.

For the U.S. competitors, any hopes of an "easy" Six Days were wiped out when the American contingent stepped off the airplane in Amsterdam nearly a week before the start, and was rudely greeted by rain. The U.S. riders and support crew, more than 150 people in all, soon learned that it had been raining for the past 36 days straight, and that the water table in Holland was higher than it had been in years. Even the trail-master for this year's event, former GP motocrosser Gerrit Wolsink, announced in a meeting with each country's team managers a few days before the start, that this year's Six Days would have a high attrition rate, thanks to the extremely wet conditions.

"I'm afraid there's going to be a lot of riders dropping out, and there's not much we can do about it," said Wolsink.

These conditions, however, didn't worry the defending champion Swedish Trophy team one bit. The Swedes are notoriously good mud riders and have four World Trophy team wins to prove it. Another pre-race favorite was the team from Holland. The Dutch are considered "sand specialists," and of course they had the "home court" advantage as well. Holland had also won the event the last time it was held in the Netherlands in 1984.

The Italian team was a major threat as well, armed with the likes of two-time 250cc World Enduro Champion Giorgio Grasso, 1992 500cc World Enduro champ Tulio Pellegrinelli, and last year's overall ISDE winner Giovanni Sala.

The U.S. World Trophy team also came to Holland ready to attack with what was arguably its fastest team ever. It featured two former top motocross racers - Rodney Smith and Ty Davis - as well as some of this country's fastest off-road racers - Randy Hawkins, David Rhodes, Fred Hoess and Steve Hatch. Unfortunately, though, shortly after arriving in Assen, it was apparent that having the fastest team might not be so important this year. As it turned out, durability - not speed - would be the key factor.

Terrain-wise, Holland offers very little in the way of variety. The ground is extremely flat and is made up mostly of farm land and corn fields. Much of the wide, "two-track" course skirted along farm fields and through giant corn fields. But it wasn't as easy as it may sound. The rain had made the ground so soft in places, that after a few riders had passed, the soil turned into clutch-burning mud bogs.

The event was centered at Van Drenthe, a road racing circuit on the outskirts of Assen. It was here that the riders would start and finish, and impound their bikes every afternoon for six days.

World Trophy Team division

To no one's surprise, opening day dawned cold, grey and wet. The first three-rider row left the starting platform at 7:01 a.m. and led the way around the muddy, approximately 70-mile-long loop that was completed twice. Riders were timed in five special tests, but even before the riders reached the first special test, it was obvious that test scores would mean little; the muddy conditions had made arriving at the checks on time nearly impossible. With route/penalty points adding up fast, setting fast special-test times became almost trivial - survival was of primary concern. Most of the top riders were dropping route points at every check, so by the time they reached the 12th and final check of the day, many were in danger of houring out of the event.

Most of the trails had quickly turned to mush, and the trails soon got wider and wider as the riders searched for better lines; usually, none were found. By the time the 488-rider field had completed the first loop, much of the course had deteriorated so badly that the trail was barely passable the second time around, especially for the late-numbered riders in the back of the pack. Honda CR500 rider Steve Travis had the unenviable honor of being the last U.S. rider out each day, with a late number of 531.

"Being last made me a little nervous," said Travis. "I knew that if I got stuck real bad in the mud, that there would be no American rider behind me to help me."

Despite the disadvantage, Travis was one of the 17 U.S. riders to earn a Bronze medal.

By the end of the first day, only eight competitors had zeroed the course, three of whom were Dutch Kawasaki riders: Henk Knuiman (125cc); Jan Van Oorshcot (250cc), and Gerard Jimmink (500cc).

Only one rider from the U.S. managed to zero the course and that was the "motocrosser," Trophy-team rider Ty Davis, who was piloting a Kawasaki KX500.

"I kind of surprised myself," said Davis, who was competing in his first-ever Six Days. "I would come into the checks just in time to see that I had to keep going. Having an Open bike was good; you needed the power to get through the bogs."

The next-best U.S. Trophy rider on the day was Husqvarna's Fred Hoess,

who dropped a total of nine minutes and amassed 540 route/penalty points. What made Hoess' ride so incredible was that he was aboard a 125cc motorcycle. The other "MXer" on the U.S. Trophy team, Rodney Smith, riding a Suzuki RMX250, dropped a total of 10 minutes at checks throughout the day, which equalled 600 route points. Next in line was another Suzuki RMX250 rider, Steve Hatch, who dropped 12 minutes or 720 route points.

The other two U.S. Trophy riders - Randy Hawkins and David Rhodes - had houred out due to mechanical problems.

Rhodes, riding a Suzuki DR350 four-stroke, was relegated to spectator status before the end of the first loop. "For some reason the bike was losing oil and we didn't know where or why," said Rhodes. "I kept putting oil in it at all the checks but it finally locked up. I later found out that I had hit something and bent the skid plate into an oil line and cut it."

Hawkins was slowed considerably when his Suzuki RM125 suffered a top-end seizure. He managed to rebuild his bike in the middle of a corn field and make it to the finish - unfortunately, a few minutes too late.

Overall, nearly half of the total field (including Club-team riders) had houred out on the day, and that was significantly more than even the organizers had expected. In response, the FIM Jury, headed this year by the AMA's Hugh Fleming, met that night and agreed to allow all those who had houred out to continue, as long as they had cleared all 12 checks. Those who had would be assessed 7200 penalty points, but would still be eligible for a Bronze medal.

Nevertheless, it was still a grim day for most of World Trophy teams. Among the countries that lost at least one Trophy rider for good were Great Britain, Germany, Switzerland, Italy and Australia. The Italian team lost two of its riders - Stefano Passeri and Paolo Fellegara.

There was plenty of spectator involvement in this year's Six-Days. "If it weren't for the spectators helping us up the sandy hills and mud bogs, none of us would've finished," said one rider.

The Jury's decision to let those who had houred out start day two benefited the U.S. Trophy team by giving Hawkins a second chance, but since Rhodes didn't make all of the checks, he could not "re-impound."

After all was said and done, it was not surprising that Sweden was on top of the leaderboard after the first day of competition. The Swedish team - made up of two-time 125cc World Enduro Champion Jeff Nilsson, former 350cc Four-Stroke World Enduro Champions Svenerik Jonsson and Kent Karlsson, Anders Eriksson, former GP MXer Peter Hansson and Bill Andersson - held a slim 56.36-point lead over France, followed by Czechoslovakia, Holland and Belgium. The U.S. team sat in 13th, with Poland 14th.

To make it easier for the riders on day two, Tuesday, the time schedule was slowed down considerably. Plus, the start time was delayed for an hour, more time was given for the riders to work on their motorcycles, and they would ride only one loop instead of two. The course was the same as day one's but run in reverse.

The slower schedule was welcomed by all the riders, and unlike the previous day, very few riders dropped any route points; the only real points taken away were in two special test sections.

In the team standings, the French squad moved into the points lead when Swedish Trophy Team rider Jeff Nilsson dropped out with a blown engine. This relegated the Swedish team to eighth, while Holland moved up one notch to second and Finland took over third. Normally uncompetitive Ireland turned heads when they climbed to fourth, and Czechoslovakia moved up to fifth. The U.S. Trophy team didn't lose any more riders, but still dropped back two more places to 15th, while the Italian team suffered another major setback when Giorgio Grasso dropped out with radiator problems on his Kawasaki KX250.

Day three featured a new course and four new timed special tests. It was also the first day of the event that it didn't rain - at least while the bikes were out on the course - but it was still cloudy and cool. For the second day in a row, none of the top Trophy riders dropped route points, but France was knocked off the top of the pedestal when Trophy rider Laurent Charbonnel was forced to withdraw when his Kawasaki KX250 seized.

The U.S. Trophy team's efforts to pull off a respectable finish took another turn for the worse when Randy Hawkins' RM125 suffered its second top-end seizure; this time, the bike couldn't be fixed.

"I was going to try and fix it, but the cylinder lining was peeling and there was nothing I could do," said Hawkins.

Taking advantage of the French team's misfortune was Holland, who moved into the points lead with a seemingly uncatchable 6303.32-point advantage over the runner-up team from Finland. Spain, Ireland and Poland

Jeff Fredette

Jeff Fredette - Mr. Six Days

"I guess I'm a glutton for punishment," says Jeff Fredette.

He must be, considering the fact that this year's ISDE in Holland was Fredette's 14th. That in itself is a remarkable feat, but there's more. Not only has Fredette competed in 14 ISDEs, but he has finished all of them! But wait, that's not all. Of those 14 finishes, Fredette has earned a remarkable 10 Gold medals, as well as three Silver medals, and one Bronze medal.

Only one American rider - Drew Smith - has started more ISDEs than Fredette. Smith has competed in 15, but his results, though very impressive, are slightly less stellar than Fredette's. "Yeah, I might have the quantity but not the quality," admits Smith, who captained the U.S. Junior World Team this year rather than competing. Of the 15 ISDEs Smith has ridden, he's earned six Gold medals, five Silver medals and two Bronze medals; he's DNF'ed twice.

Fredette holds the record for earning the most Gold medals (10) of any American rider. Larry Roeseler is second with nine Gold medals, and Malcolm Smith and Dick Burleson are next in line with eight Gold medals apiece.

Perhaps Fredette's most impressive accomplishment of all is his remarkable 100% finishing rate. Just what is his secret?

"I really don't know," says Fredette. "I guess it would be preparation. I think it's important to be 100% prepared; have the bike dialed-in and be ready for anything that might go wrong."

Ironically, at Holland, Fredette suffered his first major mechanical problem during a Six Days event, resulting in his first Bronze medal.

"I replaced the entire cylinder on day three, but the new cylinder that I had installed, (which) I had already prepped at home - well, I forgot to install the reed-valve assembly," admitted Fredette. "Then later on that day, the KIPS power-valve broke. The bike barely ran and, at one point in the day, I was close to houring out. That was the first time that I've had any real mechanical problems at the Six Days."

Fredette managed to sort things out, and by day six "...the bike was running better than ever."

Of the 14 ISDEs Fredette has ridden, he says that this one - Holland - was one of the toughest. "I compare this one to Wales in 1983. Not only was Holland tough on the body, but it was tough on the bikes, too. Usually, ISDEs are physically tough, not so much mechanically tough."

So how long will Fredette continue riding the Six Days?

"I hear it will be held in Finland in '96, I've never been there before," says Fredette. "I'll have to hang in there for at least that one. I've also heard it will be held in Australia again in the year 2000, or something like that...hmm."

OFF ROAD 68th International Six-Days Enduro

rounded out the top five and still had all their teams intact.

A constant downpour of rain greeted the riders on day four, and it was another day of mud bogs and swamps. The temperature also dropped into the low 50s, making it downright miserable for the riders. The course was the same as day three's, but run in reverse. Two loops were on the agenda, but as the weather and trail conditions deteriorated, and since all of the riders were running late to the checks, the organizers decided to shorten the day to just one loop.

"We didn't know they were going to cancel the second loop," said Ty Davis. "But it was so miserable out there that I already had it in my mind that I was going to quit after the first loop. If we had to go out there again, I would've wound up stuck in some mud hole out there and spent the night there."

"No way I would've gone another loop," said Rodney Smith. "It was miserable."

Not a single rider zeroed the course on day four, but Dutch rider Gerard Jimmink came close. He only lost one minute (60 route points) on the day. In comparison, Ty Davis lost 12 minutes (720 points); Rodney Smith and Steve Hatch eight minutes (480 points), and Fred Hoess 10 minutes (600 points).

Holland's reign at the top of the leaderboard was short-lived. The day after taking over the lead, Dutch Trophy rider Corne Oorschot was forced to call it quits when his Kawasaki "blew up." By the end of day four, only two teams had all of their Trophy team riders still running - Poland and Ireland. The Polish Trophy team riders suddenly found themselves out in front with a comfortable points lead over Ireland. Holland had dropped back to third, and Finland, who had also lost a rider on day four, slipped back to fourth.

With two days left, it was clear what the Polish Trophy team had to do to wins its first-ever ISDE - keep all six of their riders on the trail. At this point, special-test times meant nothing for the Pols, but getting all six of their riders to the finish meant everything.

Day five was perhaps the "easiest" of the week, although one particular 150-yard mud bog in a corn field on the first loop kept things interesting. All of the remaining Trophy-team riders got through the bog okay, but the Club riders struggled.

The Polish Trophy team accomplished what they had to do - they kept all the bikes running. By doing so, Poland maintained their lead over the Irish team.

For Poland, the hard part was over. Day six would consist of a short 27-mile trail that led the riders to the traditional event-ending final MX special test, which was located a few miles northwest of Assen in a small town called Norg. The MX test would decide little, though, since most of the team and individual standings were so spread out. The few seconds gained or lost in the MX test would mean little to nothing in the overall standings.

An estimated 6000 flag-waving spectators turned out for the final MX special test, where the riders were split into two main groups. All the World Trophy and Junior World Trophy team riders competed amongst themselves, as did the Club team riders, and each of the two groups were broken down into the six different classes/motos (125, 250, 500, 350 Four-Sroke and 500cc Four-Stroke). All of the Club riders completed their motos before the Trophy riders took to the track.

In the Trophy group, the 125cc class was won by Austrian rider Anthony Vickers, aboard a TM, while Italian Paolo Fellegara powered his Yamaha to a moto victory in the 250cc division. American hopeful Rodney Smith was mired in the pack after a poor start and finished eighth-fastest among the Trophy team riders.

Czech rider Otakar Kotrba topped Swede Kent Karlsson in the 350cc Four-Stroke class, while Belgian Joel Smets used his GP experience to win the 500cc Four-Stroke division over Czech rider Jaroslav Katrinak.

In the last moto of the day, American Ty Davis gave the U.S. contingent something to cheer about by winning the 500cc class over Dutch rider Gerard Jimmink.

When all of the points were tallied, little had changed in the Trophy team category. Poland had no problems holding on to its lead over Ireland, finishing with a 6989.83-point advantage, 33082.89-40072.72. Third with 48743.15 points was Holland, while France and Great Britain rounded out the top five.

(Above) Riders plowing through mud holes like this one were a common sight at this year's ISDE. It rained almost every day. (Left) Spaniard Isidre Esteve Pujol, aboard a Spanish-built 80cc Gas-Gas, motors around hapless Swedish World Trophy Team rider Peter Hansson. The Swedish Trophy team, winner of last year's ISDE in Australia, finished in last place in Holland, with only two Trophy team riders still running at the finish. (Below) Randy Dubois was one of only 17 (out of 37) American riders to finish the event.

Junior World Trophy Team division

In the four-rider Junior World Trophy Team division, for riders 23-years-of-age and under, there was little to get excited about for those rooting for the Stars and Stripes. The U.S. team, made up of ISDE rookies Pat Garrahan and Josh Whitaker, and "veterans" Chris Smith and Scott McLaughlin, was knocked out of contention on the first day when Whitaker lost control of his KTM 250 and threw it away into one of the many water-filled canals that lined some sections of the course. Whitaker's KTM was completely submerged and his ride was over not long after it had begun.

Garrahan, Smith and McLaughlin managed to make it through the wet day, but had all houred out before it was over. Like most riders that had houred out, however, they were allowed to start day two.

McLaughlin's ride also ended with a trip to the hospital on the second day. The Honda CR250 rider hit a railroad tie that was buried in the mud and went flying over the handlebars. McLaughlin's helmet came off in the crash and he was taken to the hospital with a mild concussion.

"Another rider was ahead of me and I didn't have time to react," said McLaughlin, who was sporting a gnarly-looking black eye. "My helmet came off when I hit the tie and I endoed without my helmet. At least that's what the spectators said - I don't remember a thing."

McLaughlin believed that he had forgotten to strap on his helmet after he had taken it off to work on his bike at the previous check.

Day three saw things get even worse for the U.S. squad. Chris Smith, who was a member of the winning U.S. Junior World team in Czechoslovakia in 1991, was forced out prematurely when his Suzuki RMX250 overheated and seized. This left Garrahan as the sole representative of the U.S. Junior World team at the halfway point.

Garrahan, riding a Honda CR125 in his first-ever Six Days, continued to ride well and click off respectable times in the special tests. He managed to keep his screaming CR125 running and make it to the final MX special test. His spectacular ride, however, came to a screeching end when his bike suffered a top-end seizure while he was competing in his final MX moto. According to ISDE rules, though, if a rider fails to finish the final MX special test moto, he is assessed the same number of penalty points that the slowest rider in his class accrues. Despite not finishing the moto, Garrahan ended up finishing 12th overall in the 125cc class and earning a Bronze medal.

The Dutch Junior World team ended up scoring a start-to-finish win with 1080.93 points to spare over the runner-up team from France. Czechoslovakia finished a distant third, followed by Spain and Sweden. The U.S. team ended up 11th out of the 12 teams that competed.

Club Team division

This year's Six Days was brutal on club riders, mainly due to the fact that they had to ride behind the 160-plus Trophy and Junior World Trophy Team riders, so by the time the Club riders arrived at some of the mud bogs, the trails were nearly impassable. Of the 27 U.S. Club riders that started the event, only 12 made it to the finish.

The main goal on day one was to not hour out, but only five U.S. Club riders accomplished this feat: Jeff Fredette (Kawasaki KDX200); Dan Harte (Husqvarna WXE610); Paul Krause (Kawasaki KX500), Jason Dahners (Suzuki RMX250) and Steve Silvestri (Honda CR500). However, those who had houred out were let back into the event the following day, except for six U.S. riders who didn't make all the checks: Curt Wilcox, Tommy Ady, John Moody, Marc Grossman, Jim Walker and Kevin Bennett. Except for Bennett, who went home early with a broken leg, all of these riders had dropped out with mechanical problems.

Mark Lambert and Mark Ruble both broke down on day two, while Don Knapp was the only U.S. rider to drop out on day three.

Rainy day four took out a large number of U.S. riders: Ron Lawson, Doug Deaton, Kerry Clark and Robert Johnson, all went out with mechanical breakdowns.

(Above) This slick downhill in the man-made sand pit was one of the more technical sections of the Six-Days. (Right) World Trophy Team rider Fred Hoess was one of only three Americans - Hoess, Davis and Rodney Smith - who earned Silver medals. No Americans took home Golds.

Despite the one mud bog, day five was rather uneventful, except for desert racer Paul Krause. After having rebuilt the top end on his Kawasaki KX500 in the morning work period, and after having ridden most of day five's two loops, Krause's bike came to a grinding stop.

"The bike was running great; I wasn't revving it or anything. Then, about two miles from Parc Ferme, it started making a weird noise and I knew that was it," said Krause. "It's tough to accept after going through so much."

U.S. Club riders still running after the fifth day included three 125cc riders: Randy Dubois, William Rush and Jason Edie; four 250cc riders: Jeff Fredette, David Crain, and Tom Ebersole; two Four-Stroke riders: Dan Harte and Chad Carlisle, and four 500cc riders: Jason Dahners, Steve Silvestri, Bob Bechtel and Steve Travis.

Of the 12 U.S. Club riders that made it to the final MX special test, Fredette was the only rider to win a moto. In fact, Fredette wound up beating Rodney Smith's time by just under three seconds, but a short downpour of rain in between Fredette and Smith's motos left the course much more slippery by the time Smith took to the track.

Desert racer Steve Silvestri had a good ride in his 500cc moto. He finished third in the moto and clicked off the fourth-fastest time overall, including all the Trophy riders. Jason Dahners had the seventh-fastest 500cc overall time.

A grand total of 82 three-rider teams competed in the Club team division, which was won by a Czechoslovakian team consisting of former World Trophy Team riders Libor Podmol, Bohumil Posledni and Martin Macek. The top-finishing U.S. Club team was the Idaho Ridge Riders - with riders William Rush, Don Knapp and Bob Bechtel - in 25th. The next-best finishing U.S. team was the Salt Fork Dirt Riders - Randy Dubois, Jason Edie and Curt Wilcox - in 27th. CN

Results

WORLD TROPHY TEAM: 1. Poland (33082.89); 2. Ireland (40072.72); 3. The Netherlands (48743.15); 4. France 63350.57); 5. Great Britain 97099.62); 6. Germany 102338.08); 7. Switzerland (110741.61); 8. Canada (111076.32); 9. Australia (120172.82); 10. Finland (87313.98); 11. Czechoslovakia (111413.83); 12. Spain (120793.60); 13. United States (162056.06); 14. Italy (171093.04); 15. Portugal (205412.70); 16. Belgium (193241.12); 17. Austria (212120.24); 18. Hungary (275623.85); 19. Sweden (244863.62).

JUNIOR WORLD TROPHY TEAM: 1. The Netherlands (4575.17); 2. France (5656.10); 3. Czechoslovakia (12620.45); 4. Spain (14820.52); 5. Sweden (50008.92); 6. Italy (65478.75); 7. Canada (101008.30); 8. Germany (137281.16); 9. Portugal (165007.99); 10. Great Britain (222956,90); 11. United States (236293.33); 12. Finland (273922.45).

80: 1. Roman Michalik (TM) Czechoslovakia; 2. G. Marco Rossi (TM) Italy; 3. Sebastian Krywult (TM) Poland; 4. Maciej Wrobel (TM) Poland; 5. Marek Dabrowski (TM) Poland; 6. Wiktor Iwanski (TM) Poland; 7. Herbert Wagner (Suz) Germany; 8. Marc Puigdemont (G-G) Spain; 9. Isidre Esteve Pujol (G-G) Spain; 10. Richard Pullen (TM) The Netherlands.

125: 1. Henk Knuiman (Kaw) The Netherlands; 2. Paul Edmondson (Hus) Great Britain; 3. Patrick Isfordink (Hon) The Netherlands; 4. Thierry Godfroid (Kaw) Belgium; 5. Dominique Costes (Yam) France; 6. Vincenzo Lombardo (TM) Italy; 7. Maurizio Carminati (KTM) Italy; 8. Fred Hoess (Hus) USA; 9. Xavier Puigdemont (G-G) Spain; 10. Martin Gottvald (Suz) Czechoslovakia; 12. Pat Garrahan (Hon) USA; 28. Randy Dubois (Hon) USA; 41. William Rush (Suz) USA; 42. Jason Edie (Kaw) USA.

250: 1. Jan Van Oorschot (Kaw) The Netherlands; 2. Stephan Peterhansel (Yam) France; 3. Peter Lenselink (Kaw) The Netherlands; 4. Paolo Fellegara (Yam) Italy; 5. Peter Jansson (Suz) Sweden; 6. Tullio Pellegrinelli (Hus) Italy; 7. Ulf Orrvik (Kaw) Sweden; 8. Alain Olivier (Kaw) France; 9. Jonas Bark (Kaw) Sweden; 10. David Castera (Yam) France; 14. Rodney Smith (Suz) USA; 26. Steve Hatch (Suz) USA; 86. Jeff Fredette (Kaw) USA; 87. David Crain (Hus) USA; 88. Thomas Ebersole (Hus) USA.

500: 1. Gerard Jimmink (Kaw) The Netherlands; 2. Dusan Kotrla (Kaw) Czechoslovakia; 3. Cyril Esquirol (Hus) France; 4. Joakim Johansson (Hon) Sweden; 5. Kai-Armin Pfefferle (Suz) Germany; 6. Ty Davis (Kaw) USA; 7. Jouni Sauren (KTM) Finland; 8. Peter Weckman (Yam) Finland; 9. Hans Arends (Hon) The Netherlands; 10. Karl Bair (KTM) Austria; 35. Jason Dahners (Suz) USA; 40. Steve Silvestri (Hon) USA; 53. Bob Bechtel (Yam) USA; 54. Steve Travis (Hon) USA.

350 4/STRK: 1. Svenerik Jonsson (Hus) Sweden; 2. Kent Karlson (Hbg) Sweden; 3. Christian Boulet (Hus) France; 4. Mario Rinaldi (KTM) Italy; 5. Eric Verhoef (KTM) The Netherlands; 6. Otakar Kotrba (Hus) Czechoslovakia; 7. John Deacon (KTM) Great Britain; 8. Dany Wirz (Hus) Switzerland; 9. Michel Vandommele (Hus) Belgium; 10. Heinz Freidig (KTM) Switzerland; 11. Dan Harte (Hus) USA; 27. Chad Carlisle (Suz) USA.

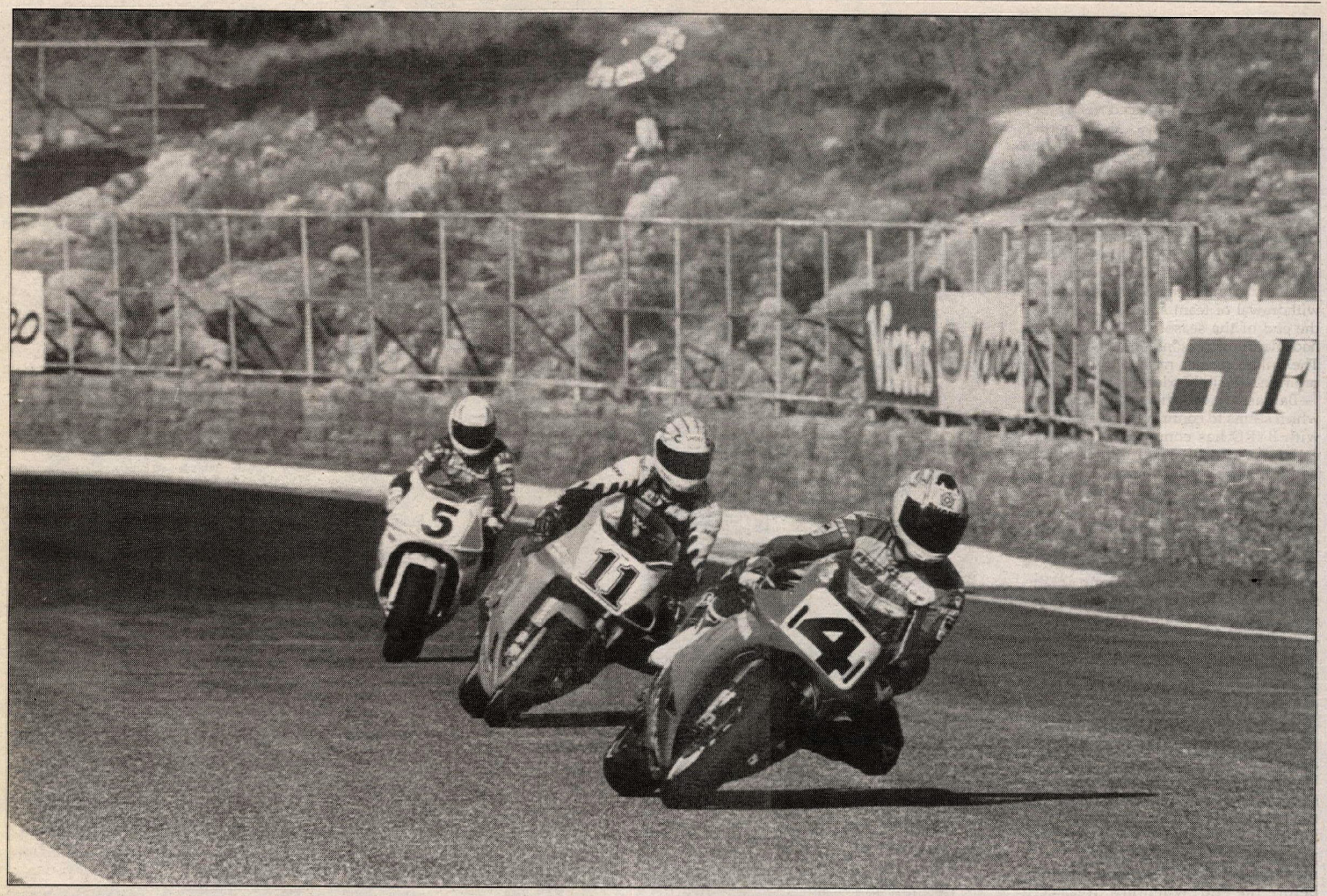
500 4/STRK: 1. Fabio Farioli (KTM) Italy; 2. Laurent Pidoux (Hbg) France; 3. Jaroslav Katrinak (Hus) Czechoslovakia; 4. Bert von Zitzewitz (KTM) Germany; 5. Simon Schram (Hbg) The Netherlands; 6. Martin Macek (Hus) Czechoslovaki; 7. Erik Davids (Hus) The Netherlands; 8. Albert Mellendijk (KTM) The Netherlands; 9. Stanislav Zloch (Hus) Czechoslovakia; 10. Joel Smets (Hbg) Belgium.

USA GOLD MEDALS: None

USA SILVER MEDALS: Ty Davis; Rodney Smith; Fred Hoess

USA Bronze MEDALS: Pat Garrahan; Randy Dubois; Jason Edie; William Rush; Steve Hatch; Jeff Fredette; David Crain; Thomas Ebersole; Dan Harte; Chad Carlisle; Jason Dahners; Steve Silvestri; Bob Bechtel; Steve Travis.

ROAD RACE World Championship Superbike Series: Round 13



Carl Fogarty (4) topped Scott Russell (11) and Fabrizio Pirovano (4) in the second race. Pirovano won race one, as both Fogarty and Russell DNF'ed.

One more to go for Russell

By Johan Vandekerckhove

ESTORIL, PORTUGAL, OCT. 17

Scott Russell was a relieved man when he left the circuit of Estoril on Sunday evening.

After entering the race with a comfortable 32-point lead over title-rival Carl Fogarty, Russell's heart dropped when he burned the clutch on his Muzzy Kawasaki on the starting grid and was left stranded as the field raced away. Much to Russell's relief, though, was Fogarty's similar misfortune. The Brit crashed out of the race on lap four and threw away his chance to bite a big chunk out of Russell's point lead.

In race two, Fogarty raced back with a vengeance and scored his 11th race victory of the year, but Russell was close behind in second.

Sure, Fogarty gained three points on Russell, but it could have been worse. Much worse.

With only two races remaining, Fogarty must win each and every outing and hope that Russell does not finish inside the top 10. Thusly, the title run will not be decided until the final meeting of the year, which takes place in Mexico City. This is a welcome comeback to a well-appreciated Superbike tradition, as there was little suspense late in the seasons during the Ducati era. In 1988 and '89, American Fred Merkel didn't wrap up his championships until the final rounds, and apparently - the race gods have reserved the same nerve-wracking fate for Russell in 1993. Still, his situation is much more comfortable than Merkel's ever was.

With the two title contenders out in the first heat, the biggest point score in Portugal went to the diminutive pocket rocket from Milan, Fabrizio Pirovano. On a circuit which had already caused a lot of discussions and disagreement over the last couple of weeks, the Italian offered Yamaha their first Superbike victory of the year. No doubt the Japanese had expected more of the brand new YZF, and it is far from sure that the now-mature bike will ever have the opportunity of doing it all over in 1994, when Ducati, Honda and Suzuki turn up with new material. Pirovano had won the first heat after a race-long battle with Piergiorgio Bontempi, Aaron Slight and Giancarlo Falappa. In the second heat, he had to be happy with third place, after a lonely race for leader Fogarty and second man Russell.

Qualifying

Estoril had been the main topic on the agenda during recent SUBRA (Superbike Racers' Association) meetings. Just before the Monza race, a final vote was taken as to whether or not the riders would go to Portugal. Eight riders out of the top 15 voted against participating, and seven were desperate to better their chances in the point standings. Surprisingly, this voting result did not lead to a boycott, as everybody finally agreed to go anyway, just to make sure their main rivals did not ride! And to make things worse, the same day, images could be seen in the Monza press room of the crash-stricken Formula One car race, showing the clear lack of run-off area and the abundance of metal guardrails around the Portuguese circuit. The FIM tried to look good in the matter and sent Belgian Claude Danis (a possible successor to the fired Zegwaard) to Estoril, to have a talk with the riders. Luckily, the timed practice sessions had been run in nearly perfect conditions; if the meeting had been held the day before, when rain was pouring down, who knows if Danis would have survived the confrontation. Even the undaunted Falappa shrugged his shoulders in incomprehension when asked what he thought of the circuit. The official listened to the riders and team managers on Saturday evening, but replied with a significant "no comment."

At the same meeting, some details about next year's calendar were released. Apart from the fact that the riders are expected again at Estoril, the calendar also included some five races outside of Europe. For the time being, the U.S. is also included, with Brainerd, Road Atlanta and Road America as the possible venues.

Some of the teams were not present at Estoril to join the lively meeting. Team Rumi (with American Tripp Nobles) had decided to call it quits for

1993 after Donington, and Davide Tardozzi also withdrew the entries of his two riders. Stephane Mertens was still recovering from his injuries after his Donington crash (displaced vertebrae) and Mauro Lucchiari was also reported not to be at the best of his condition after his three Donington crashes. Moreover, Tardozzi had inspected the Portuguese circuit for himself some weeks before, and had been one of the most ardent adversaries of the Superbike riders going there. And finally, the prospects of this official Ducati team look very grim indeed with the probable withdrawal of team sponsor Grottini at the end of the season. In all, Tardozzi had plenty of reasons to stay at home. The Italian former racer did, however, promise to be in Mexico.

Baldassare Monti was also absent, which seems to confirm that his contract with BYRD has come to an untimely end. Officially, it was also injuries that had kept the Italian hard man away from the track. And finally, Herve Moineau and Adrien Morillas spent their weekends at the hospital, after having undergone surgery to "repair" their shoulder injuries. Moineau was replaced by Michel Graziano in the Suzuki team, but no man would assist newcomer Denis Bonoris at Kawasaki France. As a result, Bonoris never touched his bike and rode it with the same settings as in Donington. He would not like it very much on race day, however.

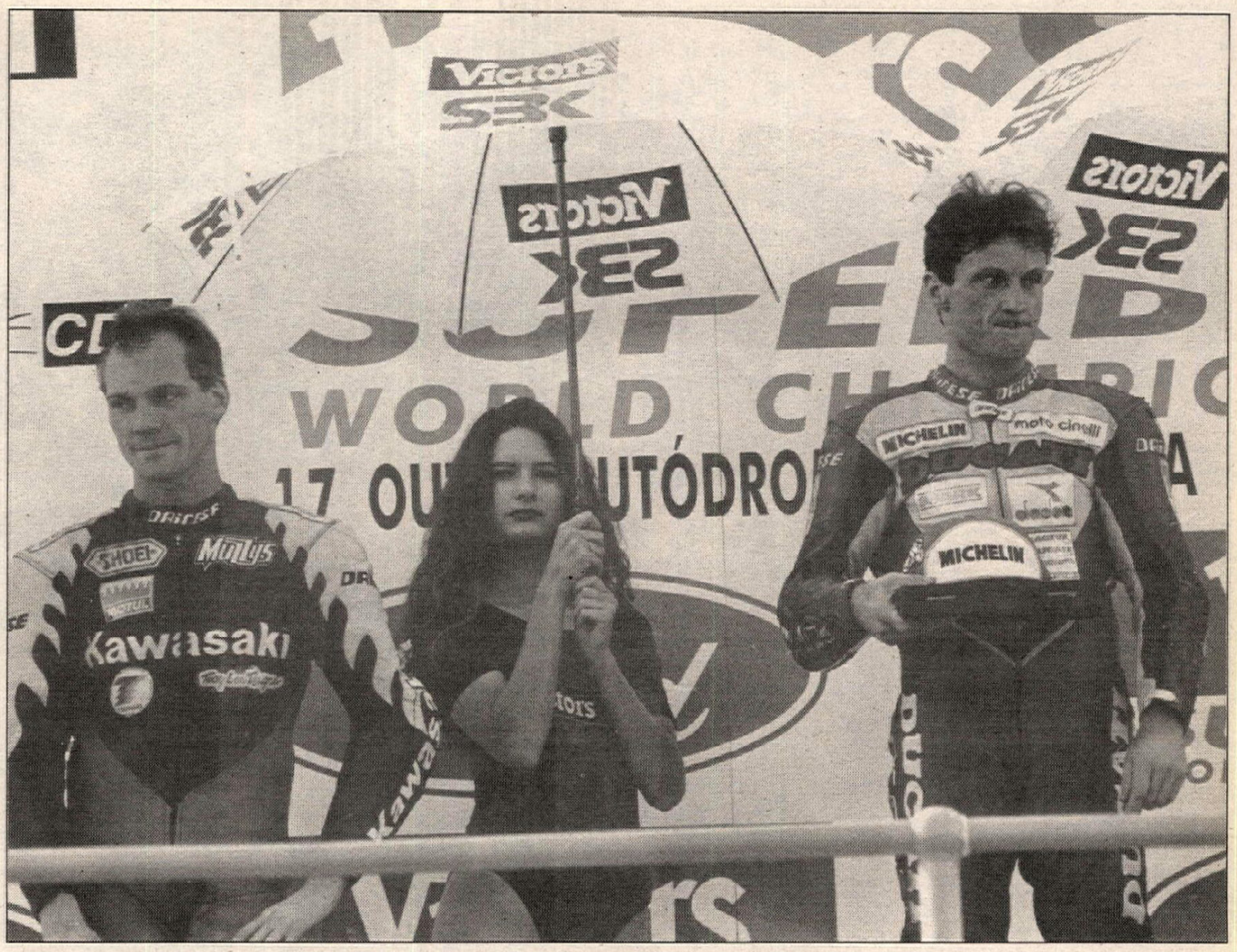
Things went far better for Slight. The New Zealander, who still has not signed a contract and is dealing with Honda UK and even with Ducati, confirmed the strong impression he had made during the last couple of races and put down fastest time. "Actually, I was a bit surprised to have pole," said the Kiwi. "I made my best time some three laps before the end, when my tires were already mostly gone. There was no time to put on new rubbers. During both sessions, I was busy enough trying to find a safe line everywhere and making up my mind about the tires to choose tomorrow."

Fogarty had encountered the same problems (both psychological and physical), sliding his way through the tight hairpins and the different sorts of tarmac. Apart from some grip problems, the Briton also struggled with not-so-good suspension. He only hoped that the race would be run in dry conditions, having just scarcely survived some big slides on the soaking wet track on Friday afternoon. Terry Rymer had been surprisingly fast on his second "home track," putting down third-fastest time. The Londoner, who is sponsored by the Portuguese Pepsi importer and Galp Oil Company, had had a private test session one week before. "But we only ran for some twenty minutes before lunch break, and afterwards it started pouring," the Yamaha rider explained.

Moreover, Rymer had his best engine go bang during qualifying.

Russell had the fourth-fastest time, after not having time to make a last go at pole position in the final minutes. "We've been testing tires," the Georgian said. "And that's why we ran out of time to use a good qualifying tire. To be honest, I still don't know what tire to use; we'll try some more in tomorrow's warm-up."

The Kawasaki rider was still not completely healed after Donington; his injuries prevented him from moving around quickly on his bike, but most of all Russell felt very unhappy about being there. "I wouldn't have come in the first place," he said. Russell is now very close to signing a new contract with Kawasaki. He will find Fogarty back on a Ducati in 1994; the Briton had signed a letter of intent a couple of days before the Estoril race. About his plans, the title candidate said, "We will test the new bike probably in January, even though I do not expect it to have changed a lot. We will have a two-man team, and I will also be doing some races in the States."



With two rounds left in the World Championship Superbike Series, Russell (left) enjoys a 29-point advantage over Fogarty (right).

Brian Morrison took up the final slot on the front grid, on his private Kawasaki. Merkel had put down sixth-fastest time on his Red Devils Ducati. With this practice result, the Californian made a return on form after having been taken out during practice in Monza.

"I'm glad that I waited so long for my leg injury to heal," the Ducati rider said. "The bike was working perfect right from the start, and that helped a lot."

Merkel found Bontempi, Simon Crafar (on one of the Roche Ducatis) and Pirovano alongside. Falappa had only made 10th-fastest time, after he crashed once again.

"The iron brake disc broke," the Italian explained. "I have been using a combination of a carbon fiber and an iron disc right through the season. But maybe I will have to change this, because the iron brake really has a rough time when its carbon fiber part is used to the full."

Race one

With the warm-up being run under heavy rainfall, nobody really learned anything on Sunday morning, and moreover, the track had not dried up completely when the bikes were rolled out of the pit boxes to start the sighting lap of the first heat. Traditionally in these conditions, tire choice would be a vital factor. It was surely going to be dry at the end of the race, as could be concluded from the clear blue sky. The only question was how long it would take before the slicks would be at their best. Ironically, the dangerous track and the uncertain tarmac conditions did not temper the enthusiasm of the riders when they got away for their first race in front of a crowd of some 20,000 spectators. The first casualties fell early, in the first lap. Italian privateer Fabrizio Furlan went wild in the first (very tight) hairpin and cooked it. He braked too late, hit Christer Lindholm and both riders went down, sending some of the other top riders to the grass. Bontempi and Slight had but little notice of the chaos behind, and they were charging during the first two laps. On the third lap, Slight took over command from Bontempi, and the New Zealander looked set for a remake of his Donington demonstration, waiting perhaps until his teammate Russell would come by. Unfortunately, at that time, the race was already over for Russell.

"I just burned the clutch at the start," he said afterwards. "This is the first time this year that it happened to me. I felt on the first lap that this was going to be a very short race for me. Too bad, because I had put a hand-cut slick on my front wheel and a plain slick on the rear. That turned out to be one of the best choices on the other bikes."

Russell did not have much time to cry over spilled milk; at the same time that he retired, he heard that Fogarty had crashed, missing an excellent opportunity to do away with part of Russell's 32-point lead.

"I had fallen from fourth to eighth position after the incident at the hairpin," said Fogarty, very disappointed after his crash. "And I suppose I tried too hard afterwards. I pushed the intermediate front tire really hard in the corners, and I went down on a wet patch."

With the two championship leaders gone, the other top riders had their chance to put a victory under their belts, and it showed. Slight, Falappa, Bontempi and Pirovano made a successful attempt to get out of the clutches of Rymer and the rest of the field, and from halfway through, it was clear that the winner would be one of these four. They swapped positions several times, while Rymer's position was coming under heavy threat by Simon Crafar, who for the first time rode a 926cc factory engine, after team manager Roche had called the Castiglione brothers on Saturday evening to ask them for permission to give a big engine to his New Zealand protege. Merkel was 11th after a poor start. He would not climb any higher. "Wrong tires," he grumbled after the finish.

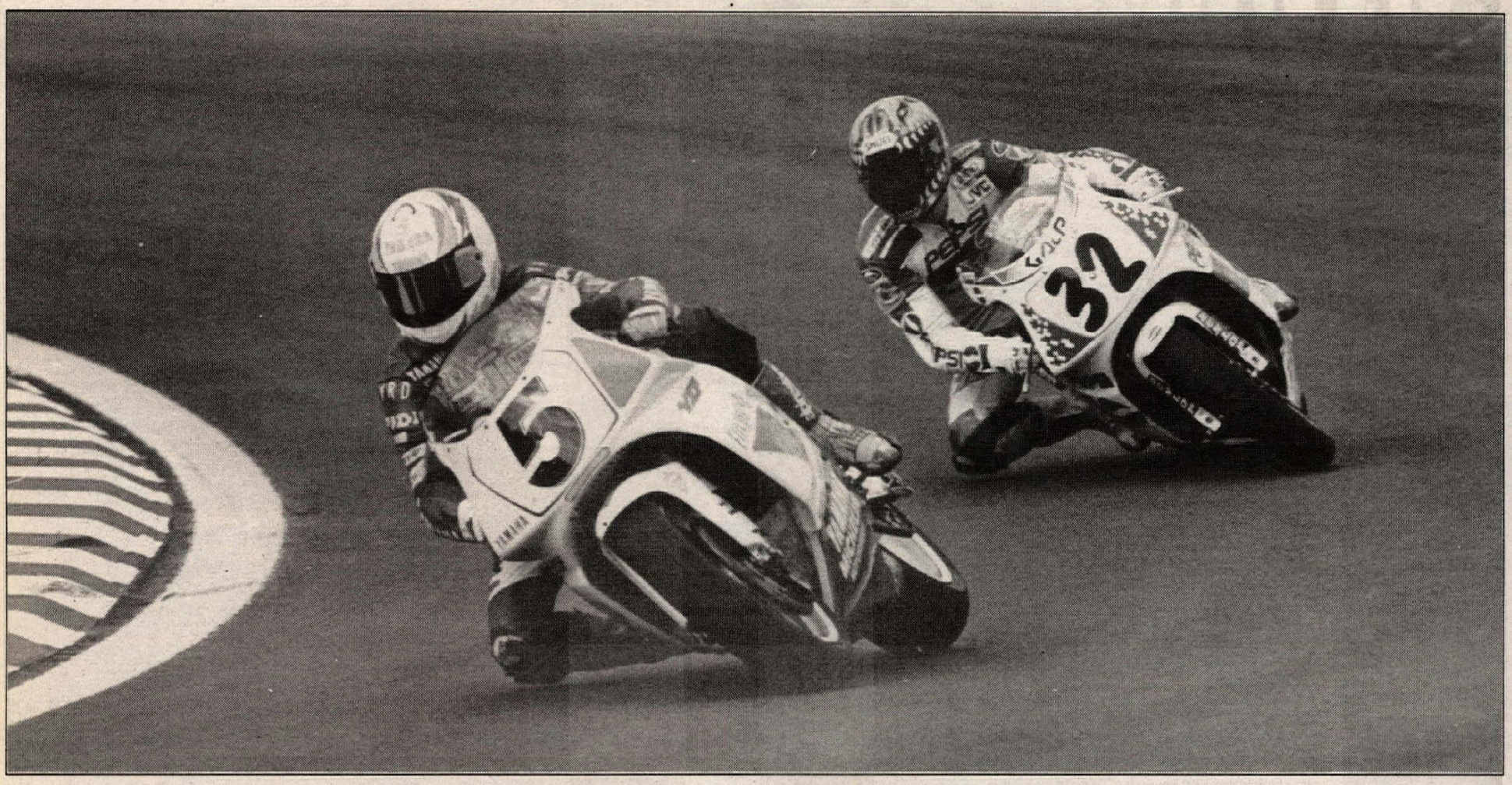
Some seven laps before the end, the leading group was falling apart. The first to go was Falappa. The Italian had been struggling with his shoulder injury after his practice crash, and 22 laps on the torturing circuit turned out to be just a bit too much for him. His lap times went up in the last quarter of the race, but fortunately he would finish fourth. Third place went to Slight, after he had been losing some ground due to a wrong tire choice. A few laps before the end, it looked as if the Kawasaki rider was closing the gap again on the fiercely battling Bontempi and Pirovano, but finally, victory went to the BYRD rider, notching up the first Yamaha victory of the season. Pirovano, who had started on slicks, was of course very happy about this result: "The bike just went perfect. Only at the end, my tires started to slide a bit. But that was perfectly normal on this track, where the new tarmac provided a lot of grip."

Bontempi scored one of his best results in his still-young career: "Everything went extremely well; I tried everything to win my first World Championship race, but Fabrizio was just too fast for me today."

Race Two

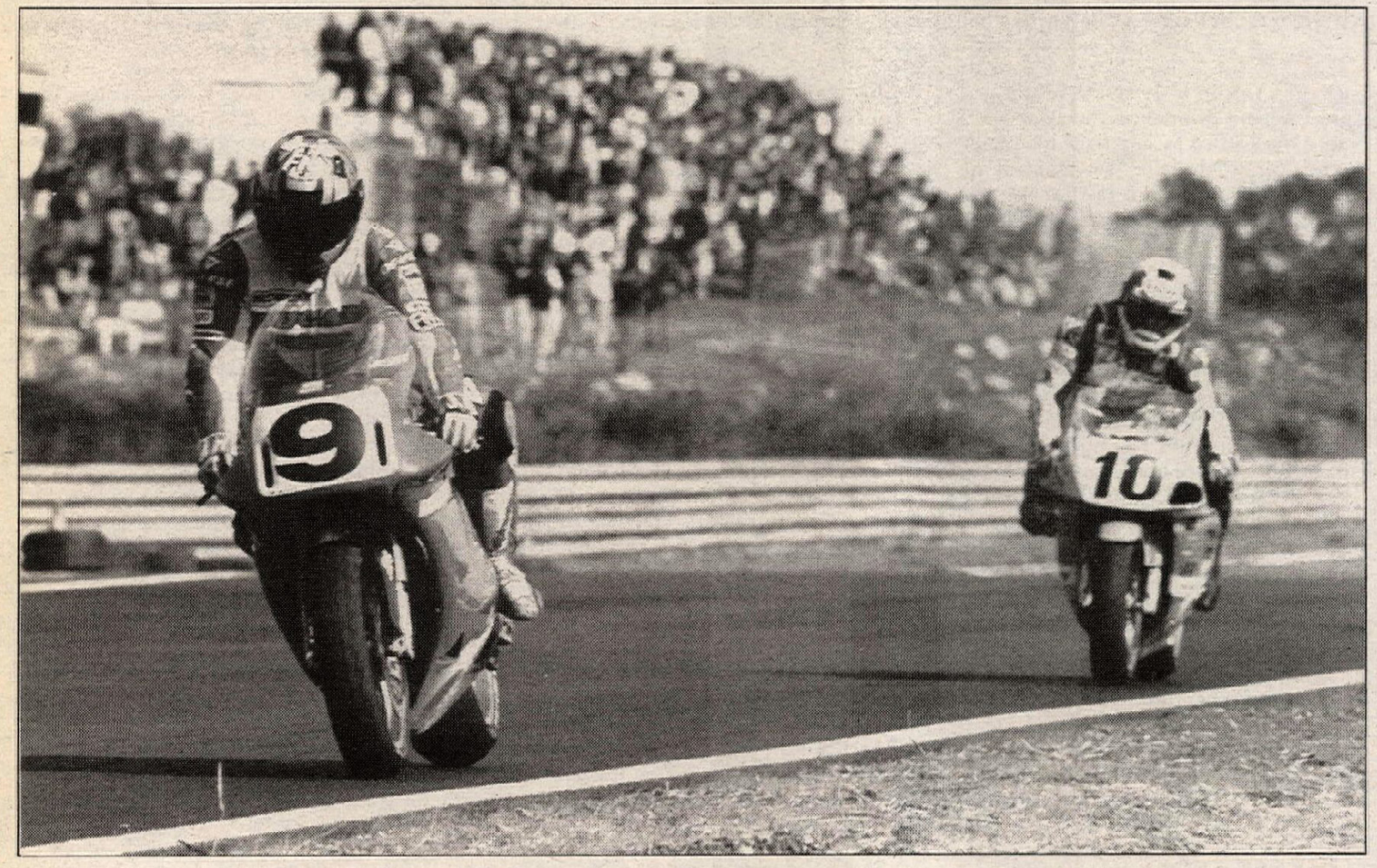
The second race did not offer the same amount of drama as the first one. Fogarty had found some new enthusiasm to start the race, even though he

ROAD RACE World Championship Superbike Series: Round 13



Italian Fabrizio Pirovano (5) gave Yamaha its first Superbike victory of the year. Terry Rymer (32) finished fifth in race one and sixth in the second leg.

Giancarlo Falappa (9) turned in a pair of fourths. Piergiorgio Bontempi (10) finished second in race one, but dropped to 10th in race two.



realized his chances to win the title were almost nil. He used his spare bike, and got away right from the start. Second position was quickly occupied by Russell, who had first set his sights on beating his Ducati rival, but finally opted to be happy with a solid second position. Pirovano, who had stayed up front with the two leaders for a couple of laps, finally had to give way, and he also cruised around in a lonely third place after a couple of laps. Actually, the only interest for the top places came from Slight, who - according to him - was one of the few riders not to have jumped the start. A few laps before the end, he got by Falappa at the end of the straight, but was then overtaken again by the Italian in the final stages, to take fourth place. Rymer, sixth, once again made a good result, after finishing fifth a few hours before.

"This time, I held on longer with the top guys," the Londoner said. "I tucked in behind him, but finally I could not keep up the rhythm."

Simon Crafar, who had been quite impressive in the first heat (even posting the fastest lap time), was out pretty soon in the second heat, due to technical problems. For Fogarty, his 11th race victory of the season softened the blow of the crash in the first heat.

"I know that I could have won the first race easily," Fogarty said. "I started the second heat on the spare bike. We changed quite a lot in between the races, but the gamble turned out to be good. The bike was over-geared a bit, but that did not prevent me from getting away pretty easily from the pack. I have not yet given up hope, but after Donington and this disaster, I want to win desperately. I will go to Mexico, win both races, but now it is no longer in my hands, but in the hands of God."

Russell, on the other hand, felt quite confident about the final outcome of the title fight. "I'm quite happy," he said. "The bike was sliding from the beginning, which made me change my original tactics and have a cautious approach to this race. I know that collecting second and third places is not really my style, but I must admit too that this tactic has proved to be very successful with me this year. You can't win them all. For Mexico, we'll need some more top speed. But the Japanese are working on that already; they'll give me a new engine for this final race. But now I'm going back home to do some training on my dirt bike. And then I'll go to Mexico and take the title." CN

Results

QUALIFYING: 1. Slight (1:54.019); 2. Fogarty (1:54.024); 3. Terry Rymer (1:54.908); 4. Russell (1:55.022); 5. Morrison (1:55.452); 6. Merkel (1:55.455); 7. Bontempi (1:55.567); 8. Simon Crafar (1:56.047); 9. Pirovano (1:56.073); 10. Falappa (1:56.230); 11. Dominique Sarron (1:57.095); 12. Denis Bonoris (1:57.099); 13. Jeffry De Vries (1:57.171); 14. Andreas Meklau (1:57.377); 15. Jean-Marc Deletang (1:57.650); 16. Alex Vieira (1:57.668); 17. Christer Lindholm (1:58.312); 18. Fabrizio Furlan (1:58.557); 19. Telmo Pereira (1:58.741); 20. Aldeo Presciutti (1:58.981); 21. Michel Graziano (1:59.166); 22. Alex Laranjeira (2:00.270); 23. Pedro Baptista (2:00.701); 24. Christian Lavieille (2:00.957); 25. Rui Carvalho (2:01.225); 26. Gerard Muteau (2:01.673); 27. Jean-Louis Tranois (2:02.535); 28. Eduardo Paula (2:03.054); 29. Jean-Yves Mounier (2:03.351); 30. Joao Ramada (2:04.297); 31. Victor Fidalgo (2:04.936).

RACE 1: 1. Pirovano (Yam); 2. Bontempi (Kaw); 3. Slight (Kaw); 4. Falappa (Duc); 5. Terry Rymer (Yam); 6. Simon Crafar (Duc); 7. Andreas Meklau (Duc); 8. Morrison (Kaw); 9. Dominique Sarron (Yam); 10. Denis Bonoris (Kaw); 11. Merkel (Duc); 12. Jeffry De Vries (Yam); 13. Jean-Marc Deletang (Yam); 14. Michel Graziano (Suz); 15. Telmo Pereira (Suz); 16. Christian Lavieille (Duc); 17. Aldeo Presciutti (Duc); 18. Eduardo Paula (Yam); 19. Victor Fidalgo (Yam); 20. Alex Vieira (Kaw).
Time: 42 min., 26.806 sec.
Distance: 22 laps, 61.65 miles.
Average speed: 78.9 mph.
Margin of victory: 0.551 sec.
Fastest lap: Simon Crafar, 1:54.581/88.0 mph.

RACE 2: 1. Fogarty (Duc); 2. Russell (Kaw); 3. Pirovano (Yam); 4. Falappa (Duc); 5. Slight (Kaw); 6. Terry Rymer (Yam); 7. Andreas Meklau (Duc); 8. Morrison (Kaw); 9. Merkel (Duc); 10. Bontempi (Kaw); 11. Dominique Sarron (Yam); 12. Christer Lindholm (Yam); 13. Jean-Marc Deletang (Yam); 14. Denis Bonoris (Kaw); 15. Christian Lavieille (Duc); 16. Aldeo Presciutti (Duc); 17. Michel Graziano (Suz); 18. Telmo Pereira (Suz); 19. Fabrizio Furlan (Kaw); 20. Alex Laranjeira (Suz); 21. Jean-Louis Tranois (Yam); 22. Gerard Muteau (Yam); 23. Pedro Baptista (Yam); 24. Eduardo Paula (Yam); 25. Victor Fidalgo (Yam).
Time: 41 min.,36.995 sec.
Distance: 22 laps, 61.65 miles.
Average speed: 88.9 mph.
Margin of victory: 8.913 sec.
Fastest lap: Fogarty, 1:52.186/89.9 mph.

SUPERBIKE WORLD C'SHIP POINT STANDINGS (After 13 of 14 rounds): 1. Russell (378.5); 2. Fogarty (349.5); 3. Slight (316); 4. Pirovano (290); 5. Falappa (255); 6. Bontempi (284.5); 7. Stephane Mertens (172); 8. Terry Rymer (116); 9. Christer Lindholm (102); 10. Mauro Lucchiari (94.5); 11. Merkel (91.5); 12. Juan Garriga (71); 13. Morrison (66); 14. Jeffry De Vries (64.5); 15. Andreas Meklau (63.5); 16. James Whitham (58); 17. Fabrizio Furlan (49); 18. Adrien Morillas (43); 19. Andreas Hoffmann (40); 20. Keiichi Kitigawa (34).

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(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81 B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91 - White Lightning brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 105 minutes from Duke Video USA.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their rivalry at the Brainerd USA round of the 1991 World Superbike Series, the last World Superbike race run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

SPEEDWAY

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

CRASHES

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleasi 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

VINTAGE

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the illhandling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT, 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnellil Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, and make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#21) Fudamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking like new-and save hundreds of dollars. Joe Minton hosts. From Tech Tapes.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows your how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

DRAG RACING

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

MOVIES

(#14) Harley Davidson:® The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1 971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to ice Racing; the ISDT to the Widowmaker Hiliclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

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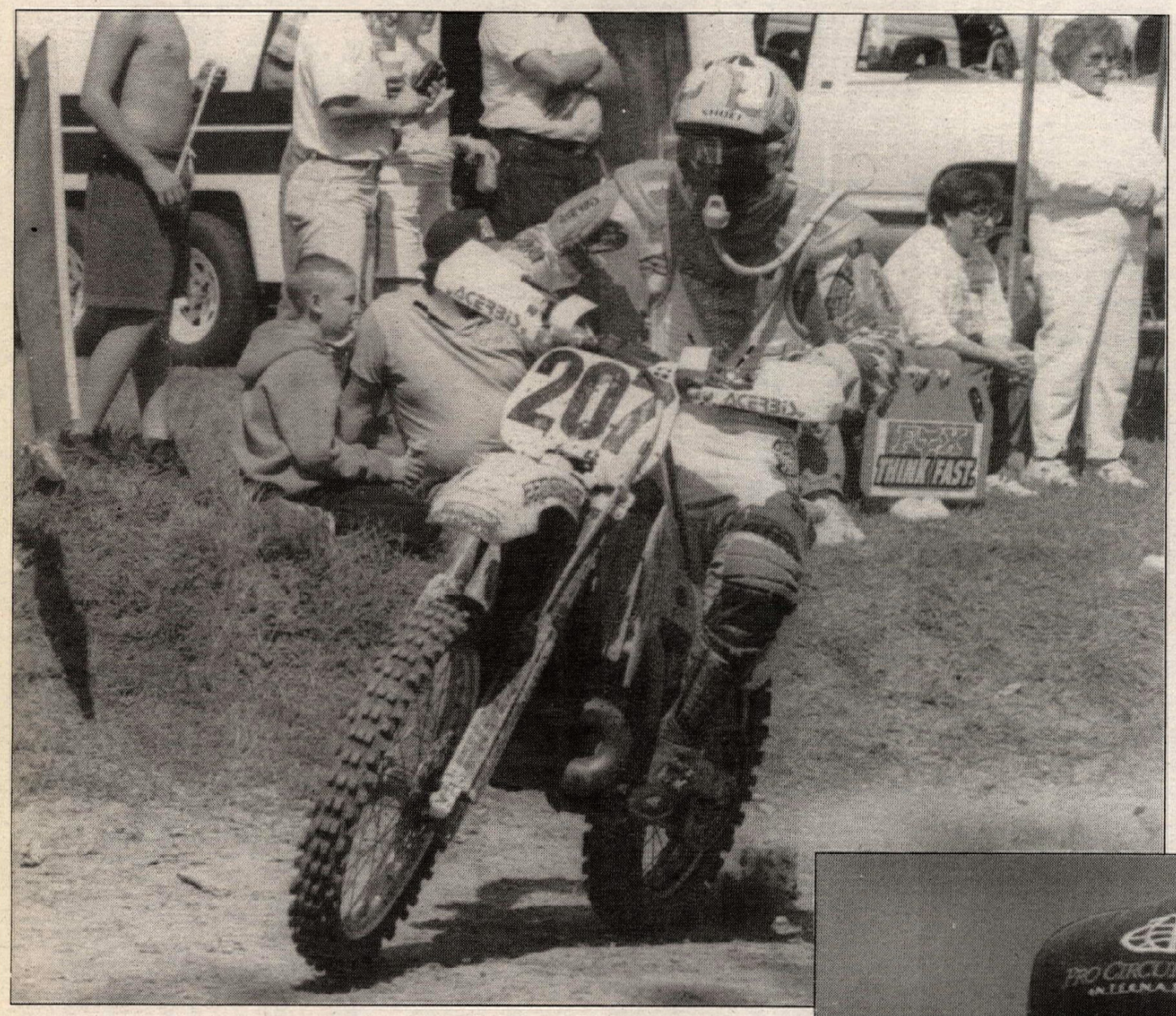
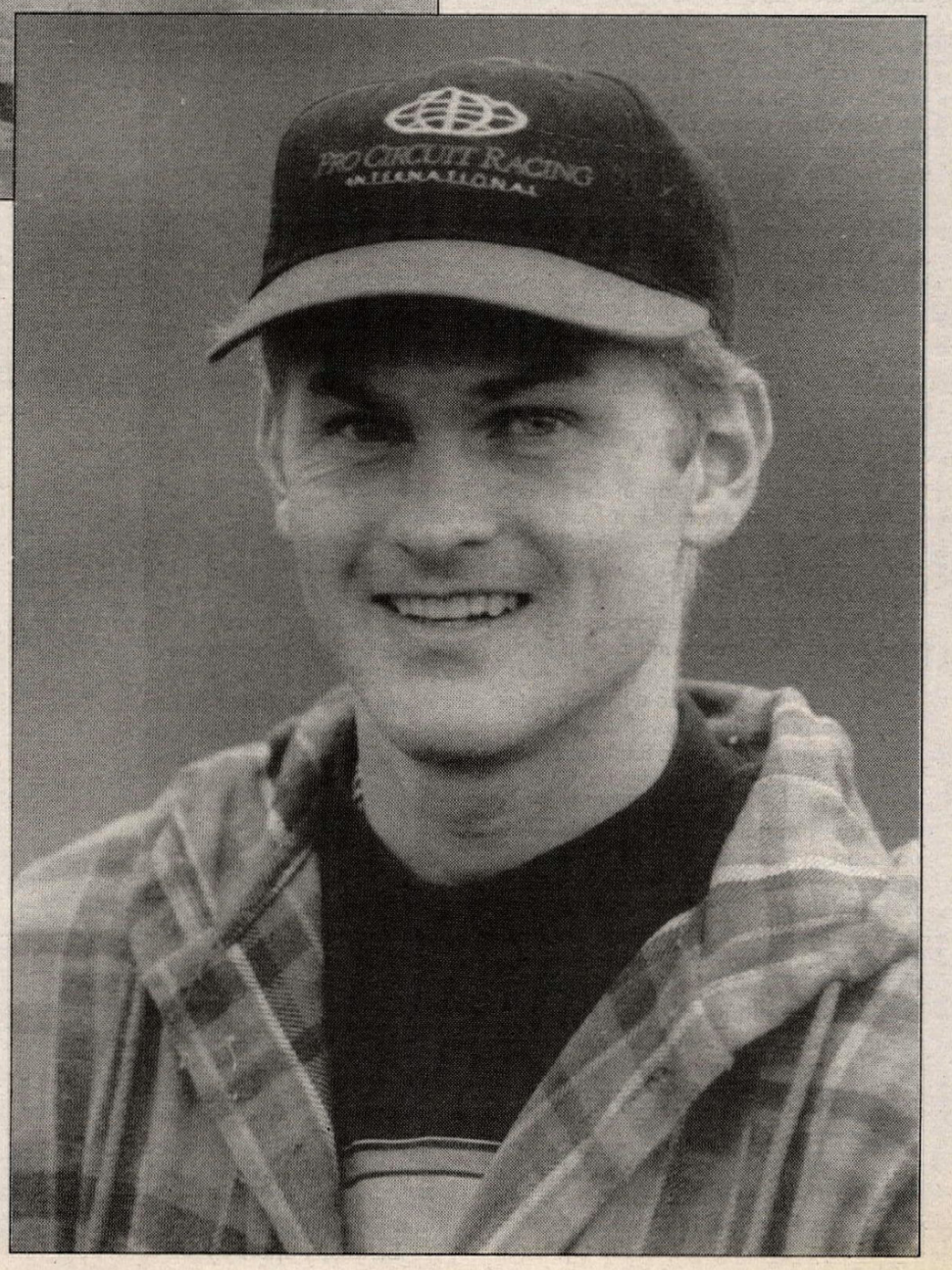
OFF ROAD AMA Wiseco/Yamaha/Dunlop Grand National Cross Country Series: Round 11

Andrews crowned champ at Starvation Point



Fred Andrews clinched his first-ever Cross Country National Championship with a runner-up finish at Starvation Point. Andrews and former champion Scott Summers were involved in a rough-riding controversy.



By Davey Coombs

ELIZABETH, WV, OCT. 17

In his first ride back from an injured left knee, Team KTM's Scott Plessinger claimed the overall victory at the 11th round of the 1993 AMA Grand National Cross Country Series, but Yamaha rider Fred Andrews clinched the National Championship with a controversial second-place finish.

Andrews, a rookie of the National woods racing circuit, engaged three-time GNCC champ Scott Summers in a fierce midrace battle that saw the two title contenders make contact on several occasions. At one point Andrews came in underneath Summers and the impact may have caused the Honda rider to lose function of his rear brake.

"I was leading on the second lap and Fred center-punched me in a corner," said Summers, who needed to win the last three rounds of the series to retain his championship. "I know it wasn't an accident because he never let off the throttle or touched his brakes. He made an effort to disable me or my motorcycle instead of trying to beat me on the course."

"That's hogwash," retorted Andrews. "I was on the inside coming in and he was on the outside cutting across me. He brake-checked me. If I hadn't let off the gas and hit my brakes I would have leveled him. We hit and he went off one way and then cut back in front of me. The next turn he did it again, so I hit him again. I was the one who fell down."

The next time through the pits Summers had to stop to replace his rear brake assembly and lost more than 10 minutes on the side of the track. Andrews ended up finishing second overall, more than a minute behind Plessinger, who steered clear of the ramming that was going on between the others.

"I'd rather just stay out of it," said Plessinger. "I'll let those guys do their thing and I'll do mine. Actually, it worked out to really good for me, since I got the win."

Team Green's Doug Blackwell finished third overall at a deficit of one minute, 57 seconds to Plessinger. Yamaha-mounted Jan Hrehor and KTM pilot Jeff Russell rounded out the top five overall. Summers returned to the race and scratched out a seventh-place overall finish.

Starvation Point Park was hosting the cross country regulars for the second consecutive year. The central West Virginia facility is surrounded by thousands of acres of thick woods and steep hills and incorporates a permanent motocross track into the cross country design. The weather was cool and rainy throughout the weekend of the GNCC, making for extremely slick conditions in the early stages. However, the nine-mile-long trail became thick with mud after a few laps and became a survival run of sorts. Several areas had to be re-routed in the middle of the nearly three hours-long run.

"The track was a lot better than I thought it would be," said Summers after the race. "I fell down twice just trying to walk it on Saturday because it was so slick. Halfway through the race it was just plain muddy."

Andrews appeared to have a good jump on the Pro class when the official starter waved the green flag in the air, but the Yamaha pilot slid out in the first right-hand U-turn and was nearly plowed into by Summers.

"Fred slid over and I was right behind him, so I basically came to a dead stop waiting for him to get out of the way," said Summers. "That was ironic because two laps later I was getting center-punched by him after I went out of my way to avoid him."

"From the beginning of the race we were last and second to last," said Andrews, who is backed by Yamaha, Andrews Racing, Pro-Circuit, Smith and Wiseco. "We went right through everybody until we got to Plessinger, then he messed up and Scott and I went past him together. Just after the end of the first lap we came to the creek and wheelied through it side by side. The trail funnelled into some trees and we both went for it but he had the upper hand. The

next corner was a right-hander with one big rut and he was going slow in front of me. I gave him a nudge to get him going but that was it.

"The next one was a left-hander and I got beside him on the inside where it was slick while he stayed outside in the rut," continued Andrews. "We came to the corner together. That's where I would have leveled him if I hadn't slowed down."

That collision, along with the one that followed in the next corner, may have caused Summers to lose his rear braking capability.

At the end of the second lap Plessinger was back out front with Blackwell a close second and Andrews two minutes back in third. Duane Conner managed to join the lead battle as well and soon held fourth in front of Hrehor and Russell. Summers was in the pits.

"I was in a hurry to get back to the pits, but Fred just stayed in front of me, going real slow," said Summers. "He wasn't trying to win the race or anything, just holding me up. There was a rock stuck in my brakes but the brakes didn't come back when my mechanic removed it. I circled back into the pits and we tried putting fluid in but that wouldn't bring the brakes back either. We ended up putting a whole new assembly on. I lost more than 10 minutes and that was it."

"If you look at my times you will see that I was trying to catch Plessinger, not just waiting around for Scott," said Andrews. "It was a muddy track and Scott Plessinger is the National Hare Scrambles Champion. I just couldn't keep up with him in the mud. I wasn't taking any chances, either. Things were really slippery and I was just happy to make it around."

Andrews eventually caught Blackwell, who was having a fine ride on his home track, and passed him for second just before the white flag. At that point he was within one minute, 10 seconds of Plessinger but would not get any closer before the checkered flag. Blackwell cruised home in third with Hrehor, Russell, Vet A class winner Tim Shephard and a Summers following.

"I made an effort to stay completely away from Andrews," said a disappointed Summers. "I didn't provoke any of this ramming stuff. I thought it would be unprofessional to confront him in front of a crowd of people. We exchanged words in the woods but nothing I want to repeat.

"He wanted me to stop in the woods so he could 'beat my ass' but I just kept on riding," said Andrews. "Everybody thinks he's Mr. Nice Guy and I'm the goon but that's not the way it is. He rides just as hard and aggressive in the woods as I do; I just don't take it lying down."

When questioned as to why Summers did not protest Andrews following the race, Summers' mechanic Fred Bramblett said, "It would have appeared to be sour grapes. This kind of thing should be left up to the promoter or the AMA. In my opinion it was a blatant effort by Andrews to disable Scott but if people weren't there to see it they wouldn't understand. There's a fine line that Fred knowingly crossed. There will always be bar-banging and paint-trading at this level of competition, but it was obvious to me what Fred's intentions were."

"He had to win all three races, not just that one," responded Andrews. "It wasn't do or die for me. He lost the title and he's blaming me. Summers can say all he wants about me trying to take him out but the fact of the matter is that I didn't have to take him out. I've won three races and finished in the top three

In his first race back from an injury, Scott Plessinger negotiated the muddy terrain better than anyone else and came away with the overall win.

nine out of 11 times. They only count eight scores. I think that shows that I deserve this title."

"It's been a long road - I'm glad it's over," added Andrews after clinching the championship with two rounds yet to be run. "Not too many people thought I could do it my first year but here I am."

Conner's afternoon ended worse off than it started as the Husqvarna rider had trouble on the last lap and slipped to ninth overall. Renowned mud riders Thomas Norton and Terry Cunningham also had their share of trouble on the difficult Starvation Point track as each failed to finish in the top 20 overall, though Cunningham, a Vet A class rider in the GNCC Series, was up to third overall at one point on adjusted time. Pro motocrosser Daniel Jannette competed on a Suzuki RM125 but dropped out at the halfway point.

Lancaster Sport Cycles team boss Tim Shephard was the fastest non-Pro rider in the field, finishing sixth overall on his way to the Vet A class victory. Georgia's Darryl Kuenzer ran second in the Vet A class and home-stater Gallie Ward third.

The 250cc A class points leader Gene O'Nail also put in a ride worthy of a top 10 overall finishing; he claimed eighth overall en route to the 250cc A class victory over Virginia's Dwain Miller (10th O/A) and Suzuki's Mark Hyde (12th).

John Vincent powered his big Yamaha 500 to the Open A class victory, his third in as many rounds of the cross country series. Bob Ellis was second at the finish with Lojaks/DBY/O'Neal-backed Ron Palermo placing third.

New Lex Honda/Ohio Mobile Transport/Answer Racing-supported Rodney Judson won the Four-Stroke A class with 30-year old Tracy Warrington the runner-up.

MS Racing/FMF/Bentley's Kawasaki rider Jeff Lauth won the 200cc A class for the second straight round of the series, topping fellow Pennsylvanians Anthony Glasso and Robert Bennett for the class win. Lauth occupied 13th overall at the finish, with Glasso 15th and Bennett 16th.

John Gallagher topped the Senior A class for the first time of the year, bettering Yamaha-mounted Joe Lojak and series points leader Terry Mealer.

North Carolina's Harry Greenlee was the Super Senior A winner with Dave Coombs, Sr. finishing second. CN

Results

O/A: 1. Scott Plessinger (KTM); 2. Fred Andrews (Yam); 3. Doug Blackwell (Kaw); 4. Jan Hrehor (Yam); 5. Jeff Russell (KTM); 6. Tim Shephard (Yam); 7. Scott Summers (Hon); 8. Gene O'Nail (Kaw); 9. Duane Conner (Hus); 10. Dwain Miller (Kaw); 11. John Vincent (Yam); 12. Mark Hyde (Suz); 13. Jeff Lauth (Kaw); 14. Jeff Murgel (Kaw); 15. Anthony Glasso (Suz); 16. Robert Bennett (Kaw); 17. Bob Ellis (Kaw); 18. Brian Hess (Kaw); 19. Ron Palermo (Yam); 20. David Black (Kaw).

PRO O/A: Plessinger; 1. Andrews; 2. Blackwell; 3. Hrehor; 4. Russell; 5. Summers.

OPEN A: 1. Vincent; 2. Ellis; 3. Palermo; 4. Shawn Brell (Yam); 5. Tommy Harris (Yam).

250 A: 1. O'Nail; 2. Miller; 3. Hyde; 4. Murgel; 5. Hess.

200 A: 1. Lauth; 2. Glasso; 3. Bennett; 4. Kevin Brandon (Kaw); 5. Daryl Conner (Kaw).

4/STRK A: 1. Rodney Judson (Hon); 2. Tracy Warrington (Hon).

VET A: 1. Shephard; 2. Darryl Kuenzer (Yam); 3. Gallie Ward (Yam); 4. John Sherry (Kaw); 5. Terry Cunningham (Kaw).

SR A: 1. John Gallagher (Kaw); 2. Joe Lojak (Yam); 3. Terry Mealer (Yam).

S/SR A: 1. Harry Greenlee (Yam); 2. Dave Coombs (Yam).

OPEN B: 1. Richard Lukaesko (Yam); 2. David Jones (Yam); 3. David Gaitan (Hus); 4. Adam Karlski (Hon); 5. Mike Ross (Hon).

250 B: 1. Jeff Hupp (Kaw); 2. Clint Bardonner (Yam); 3. Darius Lattea (Yam); 4. James Rodgers (Yam); 5. Mike Munday (Kaw).

200 B: 1. Kelvin Hull (Yam); 2. Joshua McEvy (Kaw); 3. Robin Spacht (Kaw); 4. Todd (Kaw); 5. Robert Thompson (Kaw).

4/STRK B: 1. John Shaffer (Hon); 2. Mark Martin (Hon); 3. Barry Hawk (Suz); 4. Billy Chapman (Hon); 5. Ralph Thorn (Hon).

VET B: 1. Adam Cadle (Yam); 2. Gregory Rzeplinski (Yam); 3. Randy Mansberger (KTM); 4. Randy Fink (Hon); 5. Paul Michels (ATK).

SR B: 1. Frank Erbe (Yam); 2. Tom Parfitt (Yam); 3. David Dehner (Yam); 4. Shelby Murray (Yam); 5. Garry Callihan (Kaw).

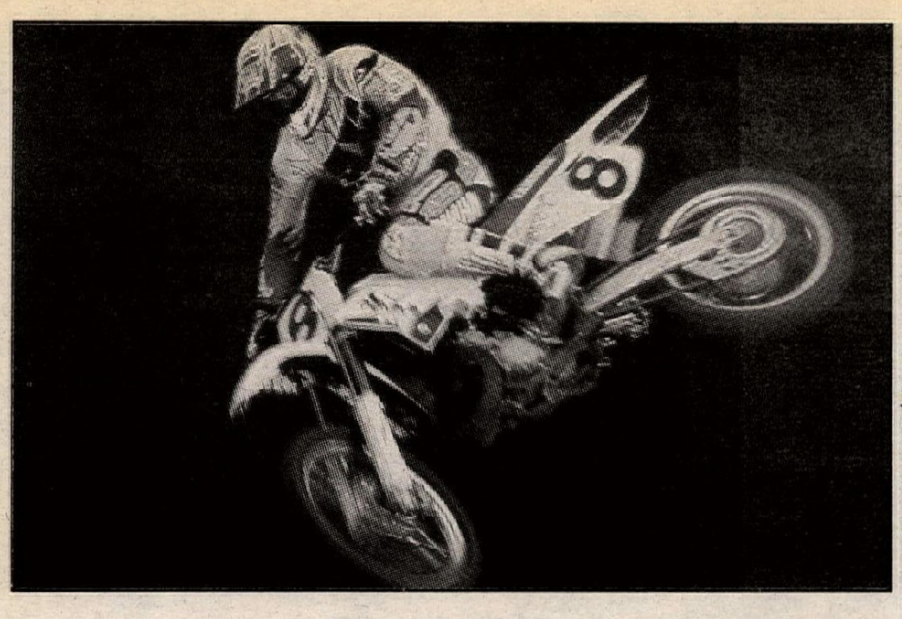
S/SR +50: 1. David Sanders (Kaw).

250 C: 1. Tony Taraborrelli (Yam); 2. Jason Ross (Yam); 3. John McDonald (Yam); 4. Brian Moore (Kaw); 5. Daniel Brindo (Yam).

200 C: 1. Jim Jarrett (Suz); 2. John Bennett (Suz); 3. Andrew Thorn (Yam); 4. Scott Fontaine (Kaw); 5. Robert Hull (Kaw).

80: 1. Jason Good; 2. Matthew Yukevich (Suz).

AMA GRAND NATIONAL CROSS COUNTRY CHAMPIONSHIP SERIES POINT STANDINGS (After 11 of 13 rounds): 1. Fred Andrews (153/3 wins); 2. Scott Summers (143/2); 3. Doug Blackwell (131); 4. Jan Hrehor (130/2); 5. Thomas Norton (109); 6. Tim Shephard (95); 7. Gene O'Nail (86); 8. Scott Plessinger (83/3); 9. Terry Cunningham (74); 10. Craig Jones (71); 11. Blair Sharpless (64); 12. Jeff Russell (62); 13. Gary Roach (59); 14. Duane Conner (57); 15. Dwain Miller (56); 16. Rodney Smith (54/1); 17. Randy Hawkins (48); 17. Larry Roeseler (48); 19. Jeff Lauth (43); 20. Ty Davis (42).



Professional riders depicted on a closed course.

YZ250••

YZ owners love to take a new bike and "tinker" with it. So does the factory.

And even though the YZ250 was brand new last year, the 1994 model has six suspension upgrades, 17 frame enhancements and over 27 engine improvements. Not because it needed it–just because we wanted to make it just a tad better than great.

Now the forks work primo in the braking bumps and smooth out those sharp edge holes. The rear shock is smoother on landing and more fade-resistant on rough tracks, thanks to a bigger compression valve.

The frame is lighter and closer to the ground for better cornering, quicker response and a tighter turning radius. And it's been redesigned in the major stress points to make it even stronger.

Other than first gear (which was already perfect) there's new ratios in the YZ250's transmission for better low end throttle response. And in the top end you'll find a new piston, rings and a new power valve for better high-rpm juice. Plus, a beefier crankshaft, new steel clutch plates and a new coil design for longer hotter spark duration. Go ahead and flog the motor–it half expects it.

The new YZ250 is easier to ride too, with a taller seat that's flatter and lets you move around more. And new works-style upper triple clamps that move the handlebars back for better control on rough tracks.

It even stops better, thanks to new front and rear disc brakes featuring round–hole rotors for better durability, longer pad life and improved brake feel.

The YZ250. Last year it was a great new bike. This season it's even better. About the only improvement it doesn't come with is a bigger trophy case.••

YZ125••

Jeff Emig carried the AMA National #1 Plate in 1993 because he proved that he was the best rider on the best bike. And when you're the best, there's only one thing to do:

Get even better. And do it before the other guys have a chance to catch up.

Which is why there's a brand new YZ125–thoroughly redesigned–right down to the decals.

You can tell it's different even from a distance. The freshly designed crankcases house a radical new nearly square bore and stroke YZ125 engine that puts out serious mid-range pull and screaming top end acceleration for a wider, more tractable power-band. There's a new guillotine-type power valve and a flat, smooth intake, so it roosts hard all the way from the starting gate to the checkered flag.

And just wait until you fire it up. The new super-short muffler, combined with the new engine, has that "works" sound. When you light it up, every head in the pits turns to see where the distinct sound comes from.

The 1994 YZ125 has a unique new frame, specifically designed for "flicking."This quick handling, tight turning frame is amazingly lightweight, yet incredibly responsive. It's precise enough to drag a grip through a corner and strong enough to leap a set of triples.

The newly refined YZ suspension was first tested on the 125. It has better fork damping, and now handles those sharp edge whoops and square bumps with ease. And in the rear there's a new fade-resistant clicker, with more compression and rebound settings.

The totally new YZ125. You won't be caught winning a race without one.••

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Professional riders depicted on a closed course.

YZ125··

It's life in hyper land. The throttle's wide open, clicking off laps faster than the big bikes. It's lighter, handles quicker, pulls stronger-stops harder. It's a brand new YZ125, that gobbles up major trophies. Why would anyone ride anything else?... Who cares.

You don't mess with the best and you don't argue with the results. Last year's YZ80 was one of the most successful, best performing machines ever to destroy a berm or rack up a win streak.

Powered by the industry's most potent crankcase reed induction engine, the YZ80 is full blown high tech, with its inclined top end and low-boy pipe. Inside, the trick cylinder is impregnated with space-age ceramic composites for better heat dissipation and longer life. And the biggest, heftiest, bad-boy clutch ever stuffed into an 80.

This year the YZ80 has received an improved water pump, and a host of internal engine changes to help overall performance.

There's no scrimping on the YZ "because it's just an 80." It has a removable subframe, identical in design to the larger bikes, which allows for easy shock access. There's a computer designed aluminum Deltabox swingarm for light weight with precision handling. And a stronger, high rigidity frame which allows a variety of riders to find their full potential without being held back by frame flex.

The YZ80 is designed to take a pounding and keep on winning. There's a set of tough, tapered roller bearings in the steering head for longer life. Wide, strong foot pegs for more support when landing from jumps. And brand new, beefier spokes in the rear wheel.

The YZ80. Winning proof that, even though it's small, it's very, very serious. ••

YZ80··

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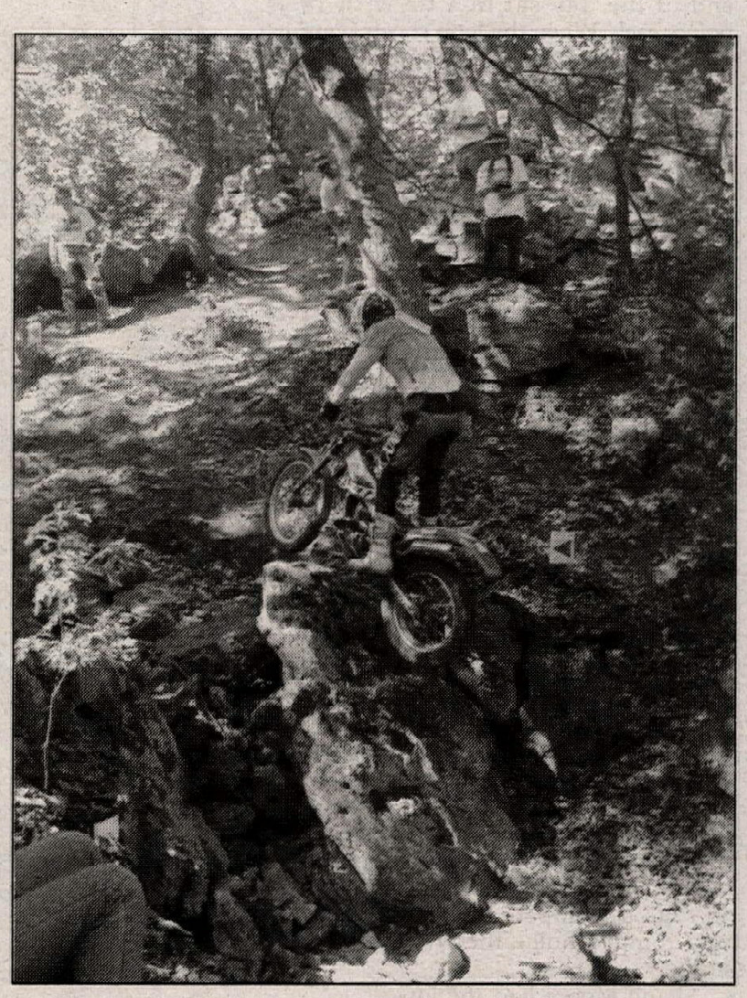
YAMAHA

OBSERVED TRIALS

AMA/NATC National C'ship Observed Trials Series: Final rounds

Young, Aaron haunt Muenster National



(Left) Six-time National Champion Ryan Young piloted his Gas-Gas to Saturday's win, bringing his career win total to 41. (Right) Several rocky sections challenged even the most experienced riders. (Below) Section three was the trickiest of the day, as it wound 200 yards up a dry creekbed and up and over many large rocks along the way.

By Andrew Cross
Photos by Dan Frazier

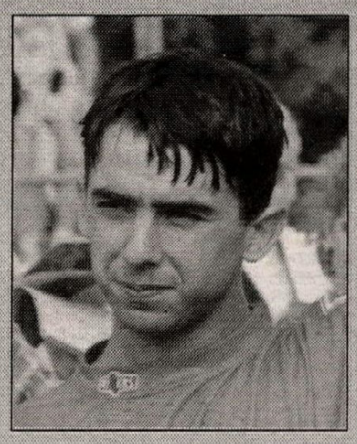
MUENSTER, TX, OCT. 16-17

Over 70 riders from 23 states and Canada competed in the final two rounds of the AMA/NATC National Observed Trials Series held in northern Texas, and when all was said and done, it was the series' top two riders who came away the big winners at the North Texas Trials Association-organized event. Recently crowned National Champion Ryan Young edged his biggest rival, Geoff Aaron, in a tie-breaker for Saturday's win, but Beta-mounted Aaron stormed back with a vengeance and came away the clear winner during Sunday's series finale.

Aprilia rider Raymond Peters was consistent throughout the weekend, finishing third behind Young and Aaron on Saturday, and nabbing second-place honors behind Aaron on Sunday. Gas-Gas-mounted Andy Saum was third, while Young finished fourth aboard his Gas-Gas.

Young's Saturday win was the 41st National victory of his career, and the six-time National Champion is undoubtedly the winningest trials rider in the nation. Seventeen sections spread out over an eight-mile loop challenged the riders on Saturday, with section three being the longest and most challenging of the day. The third section wound its way 200 yards up a dry creek bed and included rocks, mud and

Pons struts his stuff



The highlight of the weekend for most riders and spectators was the chance to watch Spanish World Championship contender Joan Pons in action. The factory Gas-Gas pilot rode the trial as a non-competitor, and thrilled the crowd on Sunday in a set of challenging exhibition sections. Ranked sixth in the world, Pons made the trek to the states, thanks to Gas-Gas USA. The personable Spaniard took a few minutes to answer a few questions for *Cycle News* correspondent Andrew Cross, with the help of interpreter Dann Aguirre.

How old are you, and where are you from?
I'm 21 years old, and I'm from Barcelona, Spain.
What are your major accomplishments in the sport of trials?
I started riding bicycle trials because my father, Pedro Pons, rode trials. In 1986, I earned the Bicycle Trials World Championship, and decided to try my hand at motorcycle trials. In 1992, I became the European Motorcycle Trials Champion, and this year I am ranked fourth in Spain and sixth in the world.
How often do you practice, and what cross-training do you do?
I practice five hours on a motorcycle, five days a week. I do aerobic exercise three days a week - I like mountain biking. I do not weight train because I do not want to build mass. That may slow the reactions needed for trials riding.
When you practice, do you ride alone or with others?
It is difficult to practice with someone because most riders like to do it alone. But when I do practice with someone, it is usually Amos Bilbao.
How many motorcycles do you go through in a year?
Right now, I am on my fifth motorcycle.
Why are there so many good riders from Spain?
I think it is because the Motorcycle Federation of Spain gives a lot of support and sponsorship to the younger riders from three years old and up.
What can we do in this country to become competitive in the World Rounds?
The Championship class should compete in harder sections, and other riders should ride in easier sections so that they don't become discouraged. In Spain, we have a 5-10 year-old class where they ride 50cc machines, and a 10-14 year-old class where they compete on 125cc machines.
How long have you been in the United States, and what do you like about being here?
I was here for two weeks last year for the World Round and Trials des Nations in Watkins Glen, New York, but I have only been in Texas for three days so far. I like classic Chevys, hamburgers and donuts.
What are you planning to buy while you are here?
(Laughs) Perhaps I will buy some cowboy boots.

even a bit of quicksand. Needless to say, the section claimed its fair share of points from all of the classes.

Young and Aaron balanced, bounced and hopped their way through each of the traps, and at the end of the day sat in a tie with 18 points each. When the loop sheets were tallied, however, it was Young who came away the day's winner by virtue of more cleans. Young had 27 perfect rides to his credit; Aaron had 26. During the awards ceremony, Aaron eyed Young's huge Longhorn trophy and vowed for revenge on Sunday.

"I'm not in contention for the National Championship because I skipped several rounds in order to compete in Europe," said Aaron. "I rode the French and Italian world rounds. The sections were so tough there, and the experience that I gained there has helped me out quite a bit."

True to his word, Aaron put that experience to good use on Sunday and rode through the 17-section loops with only four dabs. Aaron's win was made even more amazing by the margin of victory that he enjoyed. Runner-up Peters was 11 points off Aaron's pace, ending the day with 15. Saum and Young finished third and fourth, respectively, with 19 and 20.

In the amateur classes, the biggest comeback of the weekend went to North Carolina's Gary Hoover. The Senior 40+ class rider spent Saturday afternoon in the hospital hooked up to an I.V. after suffering food poisoning on Friday evening. Hoover recovered in time to compete in Sunday's leg, and romped home the winner in his class.

Shaun Moore had the lowest score of the day on Sunday, decimating the Senior 35+ class aboard his Gas-Gas with a two-point score, while Dale Malasek piloted his new Gas-Gas 160 to the win in the Senior 45+ class on both days of competition.

"The 160 weighs about 10 pounds less than the 250, and it still has plenty of power to haul my 225-pound body around," said Malasek of the bright-yellow machine with conventional forks. CN

Results

SATURDAY

C'SHIP: 1. R.Young (18/27 cleans); 2. G. Aaron (18/26); 3. R. Peters (39); 4. A. Saum (40); 5. R. Commo (41); 6. J. Kempkes (44); 7. B. Nagengast (49); 8. K. Schmelzle (54); 9. K. Leduc (58); 10. C. Sutton (59).

EX: 1. S. Fracy (10); 2. S. Clark (16); 3. C. Bardell (36); 4. B. Byrd (52).

H/S: 1. M. Moore (27); 2. R. Bell (28); 3. T. Hunter (42).

SPTSMN: 1. D. Wright (22); 2. M. Huddleston (23); 3. R. Niccum (27/17 cleans); 4. J. Carpenter (27/14); 5. S. Dolan (31).

SR 30: 1. M. McLaughlin (18); 2. R. Schwenke (21); 3. S. Williams (30); 4. K. Bobb (50); 5. M. Robin (54).

SR 35: 1. J. Snell (12); 2. S. Moore (21); 3. H. Galbreath (26); 4. K. Graham (45); 5. T. Wedgeworth (57).

SR 40: 1. K. Adams (17); 2. G. Sampsel (26); 3. R. Tomson (29); 4. R. Kempkes (35); 5. C. Hannon (50).

SR 45: 1. D. Malasek (10); 2. M. Bucholz (37); 3. R. Saum (61); 4. J. Watson (68); 5. L. Schmelzle (69).

SR 50: 1. B. DeGaris (14); 2. S. Hensley (72); 3. M. Clansing (79); 4. D. Watson (105).

SR 55: 1. B. Thompson (43); 2. J. Heminway (70).

SR 60: 1. A. Webster (90).

SUNDAY

C'SHIP: 1. G. Aaron (4); 2. R. Peters (15); 3. A. Saum (19); 4. R. Young (20); 5. B. Nagengast (25); 6. R. Commo (27/22 cleans); 7. J. Clark (27/20); 8. K. Leduc (28/21); 9. T. Roper (28/19); 10. C. Sutton (30).

EX: 1. S. Fracy (8); 2. S. Clark (14); 3. C. Bardell (30); 4. B. Byrd (58).

H/S: 1. R. Bell (15); 2. M. Moore (17); 3. T. Hunter (21).

SPTSMN: 1. M. Huddleston (13); 2. R. Niccum (15); 3. D. Wright (17); 4. S. Dolan (18); 5. J. Carpenter (20).

SR 30: 1. S. Williams (17); 2. R. Billings (22/21 cleans); 3. M. McLaughlin (22/17); 4. M. Robin (27); 5. R. Schwenke (28).

SR 35: 1. S. Moore (2); 2. J. Snell (11); 3. H. Halbreath (18); 4. J. Wescott (23); 5. K. Graham (35).

SR 40: 1. G. Hoover (16); 2. G. Sampsel (17); 3. K. Adams (20/20 cleans); 4. R. Tomson (20/17); 5. R. Kempkes (44).

SR 45: 1. D. Malasek (11); 2. C. Mallow (21); 3. M. Bucholz (32); 4. J. Watson (47); 5. R. Saum (61).

SR 50: 1. B. DeGaris (28); 2. S. Hensley (62); 3. D. Watson (91); 4. M. Clausing (93).

SR 55: 1. B. Thompson (42); 2. J. Heminway (62).

SR 60: 1. A. Webster (72).

RACE NOTES

Tommy Hase

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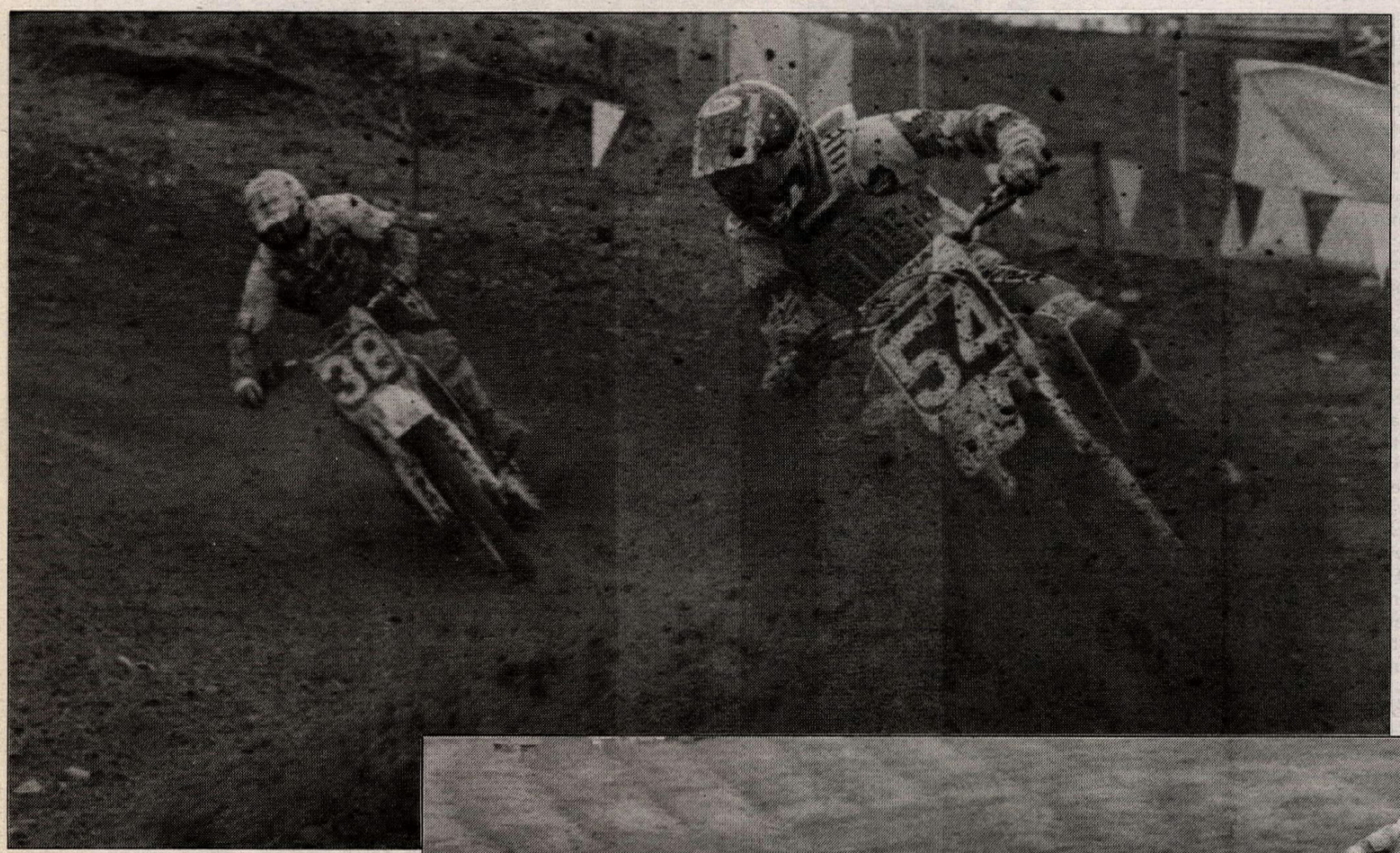
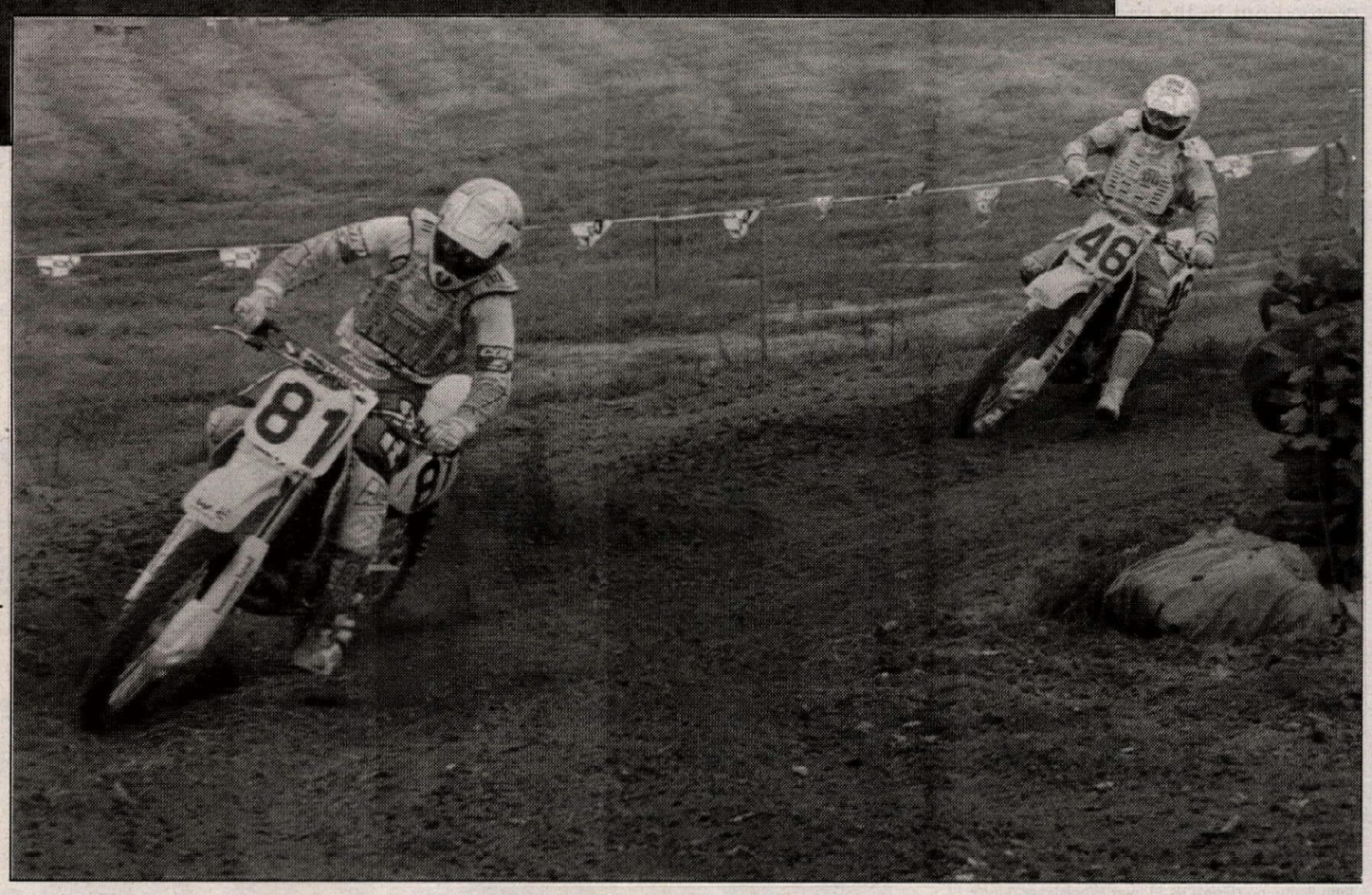
MOTOCROSS AMA Dirt Shirts Fall Classic MX Series: Round 4

Brown, DeHoop blast Birch Creek





(Left) Mike Brown (54) blasted his way to three out of four moto wins and captured the overall in the 125cc class. Todd DeHoop (38) was glad to take full advantage of Brown's unfortunate DNF in the 250cc/Open class, and romped away with that class win. (Below) Chad Lough (81) and series point leader Barry Carsten (46) battled in the 250cc/Open class motos.

By Jay and Sharon Hauser

DANVILLE, VA OCT.17

When the AMA's newest motocross series rolled into the Birch Creek Motorsports facility, it was nearby Tennessee's Mike Brown who proved to be one of the main riders to beat. Brown piloted his Jim's Motorcycle Sales/Answer/Hammerhead Graphics/Scott/Renthal/N-Style/Dunlop/Pro-Circuit-sponsored Hondas to three moto wins in the 125 and 250cc/Open classes. Brown swept both 125cc class motos, but mechanical problems in his first 250cc/Open moto put a damper on his overall class standings, despite his second moto win.

Taking advantage of Brown's misfortune in the 250cc/Open class was Honda of Troy/Pro Circuit/Axo/Scott/Renthal/Hondaline/Bridgestone-backed Todd DeHoop, who nabbed the overall win with a set of 1-3 moto scores.

From round one, DeHoop and Suzuki rider Barry Carsten have engaged in a dogfight for the points chase for the overall series title. Both riders are fighting for their share of the $49,200 overall purse that will be paid out when all is said and done at the end of the series. DeHoop was able to close up the points chase on series point leader Carsten, who finished fifth and third. The pair left Virginia in a dead tie with 162 points each in the 125cc division, and Carsten retained only a small six-point lead in the 250cc/Open class, 142-136.

Light rains on Saturday night and overcast skies on Sunday left the long, winding course in perfect race condition. The new Birch Creek race track was for the most part unknown to most of the competition, and provided a very neutral combat zone. The track featured all types of terrain - from loamy sand to packed red clay with an extremely fast layout.

During the early morning practice sessions, former Honda factory star Warren Reid could be heard roaring around the track aboard his big Honda XR630. Unfortunately, Reid was never able to test his four-stroke against the grueling track as persisting problems in practice left him seeking an alternate ride. Race promoter Ken Ferrell came through in a pinch and sponsored Reid with his personal Honda CR250. Reid responded by whipping some young kids and posting a respectful set of 10-8 moto scores for ninth overall in the 250cc/Open class.

When the gate dropped for the first 125cc moto, it was Chad Lough blasting into the lead. DeHoop and Brown slid swiftly into second and third, respectivly, and wasted no time putting the pressure on Lough.

Lough led the freight train of riders around for the first circuit with Damien Plotts and Jim Neese working into postion behind DeHoop and Brown. Carsten gated poorly and was just outside of the top 10 at the end of lap one.

During practice, Brown had discovered a unique way of getting through the five step-up section on the front straight, and used that set of lines to pass Lough at the end of lap one. Brown was able to wheelie over each step, keeping his bike on the ground and the power hooked up. Lough was jumping from level to level like the rest of the pack.

DeHoop was able to slip past Lough soon after Brown's pass, and was not about to let Brown get out of his sights. Plotts and Neese then went to work on Lough, but were unable to get past in the same quick fashion as the two front runners. While the top five settled into postition, Carsten hooked up with Ste-

vie Childress and they settled into a fast pace that brought them closer to the lead pack.

DeHoop spotted Brown's style through the step-up section and quickly adapted. Soon, he was breathing down Brown's neck. Their battle went down to the wire, but Brown fought off all of DeHoop's pass attempts and held him off for the moto win.

DeHoop looked as if he were going to take control of 125 Pro moto two as the pack roared down the long start straight to the sweeper into the first turn, but he was involved in a major get off in the sweeper. DeHoop remounted quickly and began to reel in the pack.

Ty Harris took over and led Lough, Carsten, Plotts and Brown. Harris made a gallant effort to stay out front, but was unable to run the pace required to hold down a top spot. Brown and Neese pulled away in the early stages of the moto.

At the half-way point Brown and Neese got past Lough, and they battled all the way to the flag. Brown nabbed a narrow win over Neese, Plotts and Lough. DeHoop was able to work his way into 9th by the moto's end.

When the first 250cc/Open class moto ripped off the line, Doug Stone led the way with Lough, Neese, DeHoop and Jim Chester in tow. Stone led the first five laps before giving into the blazing battle between DeHoop and Neese. Lough was locked in fourth, while Brown and Carsten were going at it for fifth. Brown's bike started acting up and left Brown with no choice but to return to the pits.

Just as Brown was pulling off, Neese crashed out in the back section of the track, allowing DeHoop to run off and hide from the rest of the field. DeHoop cruised home with an easy win over Carsten and Childress. Lough held onto fourth ahead of Stone, with Neese coming back to round out the top six.

DeHoop jumped out front at the start of moto two and set a blistering pace from the get go, but Brown matched him move for move. Neese followed the duo and suddenly smoked past both DeHoop and Brown and opened up a 12-second lead. But just as quickly, Neese's race came to an end when his engine lost its coolant and seized.

During Neese's run at the win, Brown had slipped past DeHoop for second and was sitting in the right place to inherit the lead when Neese dropped out. DeHoop was holding down second, but was unaware of a hard-charging Dag Boyesen behind him. Boyesen ran down DeHoop for second, but ran out of time before he could challenge Brown, who held on for his third moto win of the day. Boyesen and DeHoop rounded out the top three. CN

Results

125 O/A: 1. Mike Brown (Hon); 2. Damien Plotts (Suz); 3. Chad Lough (Suz); 4. Todd DeHoop (Hon); 5. Barry Carsten (Suz); 6. Ron Snellingen (Suz); 7. Steve Childress (Suz); 8. Doug Stone (Kaw); 9. Wally Silva (Suz); 10. Jim Neese (Kaw); 11. Ty Harris (Hon); 12. Billy Cox (Hon); 13. Ryan Duff (Hon); 14. Robert McWhorter (Hon); 15. Chris Ritter (Hon); 16. Jim Chester (Yam); 17. John Esthimou (Hon); 18. Homer Woolslayer (Hon); 19. Chuck Shirley (Yam); 20. Terry Kennedy (Yam).

AMA DIRT SHIRTS 125cc FALL CLASSIC MX SERIES POINT STANDINGS: 1. (TIE) Todd DeHoop/Barry Carsten (162/1 win each); 3. Damien Plotts (101); 4, Wally Silva (80); 5. Doug Stone (77); 6. Roy Snellingen (73); 7. Ty Harris (68); 8. Tim Ferry (65/1); 9. Steve Childress (63); 10. Jeff Curry (60).

250/OPEN O/A: 1. Todd DeHoop (Hon); 2. Steve Childress (Suz); 3. Barry Carsten (Suz); 4. Dag Boyesen (Yam); 5. Doug Stone (Kaw); 6. Jim Chester (Yam); 7. Chad Lough (Suz); 8. Mike Brown (Hon); 9. Warren Reid (Hon); 10. James Frazier (Yam); 11. Jim Neese (Kaw); 12. Billy Cox (Yam); 13. Brad Quear (Kaw); 14. Alan Knopp (Kaw); 15. Chris Ridgway (KTM); 16. Shane Templeton (Hon); 17. Robert McWhorter (Hon); 18. Lance Eubank (Kaw); 19. John Morfit (Kaw); 20. Todd Downs (Yam).

AMA DIRT SHIRTS 250/OPEN FALL CLASSIC MX SERIES POINT STANDINGS: 1. Barry Carsten (142); 2. Todd DeHoop (136/1 win); 3. Dag Boyesen (96); 4. Doug Stone (80); 5. Steve Childress (76); 6. Tim Ferry (70/1); 7. Chris Ridgway (56); 8. Chad Lough (56); 9. (TIE) Mike LaRocco/Mike Kiedrowski (50).

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18, 19, 20 tops. That's how many guys there are in the motocross galaxy who have the talent to be big bucks factory riders – and score a factory bike. And typically, it's a long and whooped-out road getting to that point.

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These Showas are exclusive to Suzuki. In fact, they're based on the forks used on Team Suzuki's factory bikes. Their sealed oil cartridge design plus lighter weight springs keep the suspension plush through all kinds of track conditions – from rough sand to teeth-chattering hardpack.

Of course, we didn't just throw on a set of Showas and rest on our high-density seat foam. We made a truckload of other major improvements as well.

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Lastly, you'll find all the hardcore performance and attributes of a true motocross bike in the race ready RM80.

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INTERVIEW Road Racer Michael Doohan

Doohan much

By Rich Adams

The 1993 World Championship 500cc Grand Prix Series was a roller coaster ride for Australian Michael Doohan. Not yet fully recovered from the badly broken leg suffered at the Dutch Grand Prix in June of 1992, the Rothmans Honda sponsored rider struggled throughout the early parts of '93 with a lack of mobility in his still-mending leg, and from a lack of pre-season testing.

Things began to look brighter for Doohan when he returned to the top of the winner's rostrum with a win at the Italian GP, but a first-lap crash at the following round at Donington Park again left him bruised and discouraged.

Three races later, Doohan appeared set for his second win of the season as he led the U.S. GP at Laguna Seca. With only six laps to go, though, a small miscalculation sent the personable Aussie crashing into the hay bales, leaving him with a cracked shoulder blade.

All was not lost, however. Though he was forced to miss the final Grand Prix of the season at Jarama, Spain, Doohan was able to get a jump on what will be an off-season filled with operations, therapy - and testing.

Doohan is currently recuperating in northern California from an operation performed to straighten the leg he badly damaged in '92. We caught up with the man who is arguably the most talented of the current stars yet to win a 500cc World Championship.

How is your leg healing?

The leg is coming along quite well, at least as far as the doctors are concerned.

Will you be getting some more movement in the ankle?

Well, at the moment that's not what this operation was for. The purpose of the operation was to straighten my leg. There's been a fairly bad deformity in it since the start of the season. I think the doctors will more or less work on straightening the leg, and then concentrate on getting some more range-of-motion. But that's not my biggest concern because I've got my bike set up so that I can ride without using the foot brake. Personally, I'd like to get some more range, and Dr. (Arthur) Ting might be able to get some more from it.

Will you undergo another operation?

Just a small operation, not a major one. Just an arthroscope in the ankle to clear out some scar tissue... Again, that's all minor stuff - long-term stuff. But as far as next season is concerned, I just have to get my leg straight and strong enough. This season

better, thank you

it wasn't strong enough to put any weight on. If I can get it straight and I can put weight on it, then that'll be half the battle.

I was wearing out boots every race - wearing a hole in the side of them where my leg's bent. With the angle on my leg, I've got to move my leg around more to make sure I'm getting my knee on the ground.

It doesn't hurt at all, we've just got to keep dressings on where they put the pins in. This thing here - I just wind this up, and it just straightens the leg, because the leg was bent quite a bit (pointing to the lower rings). As you can see here, they're different. Once these are straight, then it'll be straight. Like this has already come out quite a bit, at least three quarters of an inch - it's already straightened. I just wind this up, a few times every day. They take X-rays each week.

There's a lot of swelling around the ankle. Is that from the surgery?

This is where it was broken, when I broke it at Assen, and this is the skin graft here (Doohan points to several parts of his leg). That there is just a big hole in my leg where it turned bad from a lack of oxygen and whatever else. It can be cosmetically fixed up, but that's not my greatest concern. But the reason why it's swollen here is because that's where it was broken, and it was bent over. Now I'm straightening it up so, I don't know the term for it, I guess the bone would be bleeding now as we're straightening it all the time, kind of forcing it back apart. It's starting to calcify up again, so it's just swelling up. I'm not really in pain or anything. A lot of the skin grafts down the back of my leg and a few of the other things are all because I wanted to get back and ride. The leg could have looked a little bit prettier had I not wanted to get back and ride in Brazil and South Africa last year, but I felt I was in there with a chance for the championship. I just figured that I should do whatever I could to try and get back out on the track. Unfortunately it didn't pay off but I have no regrets about what I did.

You were so close, you lost the 1992 500cc World Championship by only four points.

Yeah, it was a disappointment and it's unfortunate that I've had to waste another year. This year has been a waste. It's been good that I've been back on the bike. Even though my foot hasn't got as much movement and I can't use the rear brake with it, I know that I can still ride with a hand-mounted rear brake. I feel 100% more confident now than I did at this time last year.

What happened to your shoulder in the Laguna Seca crash at the U.S. GP?

The collarbone was all right. It's the shoulder blade, I put a few cracks in the shoulder blade. I probably could have pushed at it, and worked at it real hard in order to ride the next weekend (Jarama). But as far as I'm concerned, there's only one spot to be in and Kevin Schwantz had that wrapped up. I was going to pull out in June and get my leg fixed for next year, but I figured I'd try and do as much riding as I could. My plan has always been to get my leg done and get back into shape in the off-season. My thoughts were that when I injured my shoulder, I might as well stop and give myself a few extra weeks to recover.

What happened in your Laguna Seca get-off?

It was my rear tire. I was coming out of the Corkscrew, and the rear tire lit up real quick and threw me off the inside of the bike. I finally got back on, but I was just running out of road. By the time I noticed what I was doing, I could see that there was a wall coming up and I hung off the bike as much as I could. There was about a yard of gravel and then the hay bales, but I was just in so far that the handlebar caught one of the hay bales and laid me down.

Do you think an Airfence would have prevented anything?

No, not really, because I would have hit that and done exactly the same thing. When I did get off I was pretty dazed, I hit my head pretty hard - that wall could be moved back. I walked to that wall to see why it was so close to the circuit and there wasn't a great deal stopping it from being pushed back. The wall could go straight down and it would be a lot better. You know, I only needed another inch or so, but that's the way it goes.

Were you aware of exactly where John Kocinski was when you crashed?

Yeah, I kind of knew where he was. It wasn't like he was gaining a second a lap where I had to push really hard to kind of get going. I'd finally done a few fast laps and I figured I'd made a break after I got through the traffic. I was just going to hang in there, and the back stepped out on the 15th lap, it was just one of those things. I knew he was about two and a half seconds, at least, behind me and that it would be pretty hard for him to catch me.

So you weren't trying to force the pace?

No, not really. I got past (Alex) Barros, and I then put my head down to try to make a bit of a break. I pulled a few high 26s and I opened up a really big gap. Once I'd opened up that gap, I knew that the lap before Barros was doing exactly 1:27s, so I backed down to finish the race. Unfortunately, it just brought me out.

With Rothmans pulling out for 1994, has a replacement sponsorship deal for the Honda team been worked?

Well, I'm not sure. I have a contract with Honda Racing Corporation. I'm sure they'll come up with a sponsor, but if they don't I'm sure I'll be racing with HRC. I suppose they'll tell me who the sponsor is when they feel its the right time. At the moment I haven't heard of any.

Are you going to be running Michelins next year?

Again, I'm mainly guessing but I can't imagine why we wouldn't be. Honda has a pretty good relationship with Michelin, and again - that's not up to me. The Michelins have been fine and I can't see any reason to change.

What is it that makes Australians such a dominant force in GP road racing? Americans are thought to have an advantage because of their flat track experience, but what about the Australians?

I'm not sure. It's a similar attitude, I think, more than anything. I think we believe we can do it, and the Americans have the same sort of attitude. Australians have a similar kind of background. I come from dirt bikes, not from the ovals, but I raced dirt bikes for eight years before I started road racing. Darryl Beattie (the second Rothmans Honda rider from Australia) did the same thing. Most of the guys were on dirt bikes. We have a different type of dirt racing, it's more like a race circuit on dirt, similar sort of thing to motocross.

Is there a chance we may see you on a fuel-injected Honda NSR500 next season?

It's really up to how we get the bike working. If everything's working fine and that's the way Honda wants to go, I can't see why not. I can't see it being a secret if we are running a fuel-injected bike. Itoh actually runs a different spec engine than what I'm running at the moment anyway, but only he could really ride it. He tried my bike and said it was nice in the bottom end and nice in the midrange, but the top end wasn't enough. On his bike, the top end is really strong.

The race is not really won on the straights. It's good to have a fast bike, but you've got to be able to get off the turn. Since I didn't get to do a lot of testing between when I crashed last year and the first Grand Prix this year, it took me three or four races to get the bike to where I could actually ride it. Before, all that power was in the wrong spot, but that's the way (Shinichi - the third Rothmans Honda rider) Itoh likes it. At the end, Daryl and I were running the same sort of spec engine.

I guess Honda was going off in a direction and they didn't really have anyone to say that it wasn't going to work as far as lap times were concerned. It was great on the straights, but if you compared lap times it wasn't working as well as the old stuff was. It's fast and makes more horsepower, but to actually get it down to the ground was a problem. But when you're following someone on a bike like that, he holds you up through the middle of the turn because he can't get the power on. By the time he opens it, you've held up someone behind you as well. But that's the way Itoh liked it. It's not the fuel injection that's the problem, it was the cylinders, exhaust pipes, and carburetors and everything that he was running on that bike that made it totally different from what we were running. He liked it that way because he felt that if it came down to a last lap situation, no matter where his position was, he could always pass the guy in front of him. On a clear lap where you didn't have to slow the bike down, and you could put a lap together, it wasn't too bad. But if you get caught in traffic and have to slow it down, there's no way you can fire it off as easy as you can if it's more rideable off the bottom. He wasn't thinking about a race situation, he was thinking about what he was going to do on the last lap.

Most feel it was good for the sport that you returned to race this year, despite your injuries.

That's one thing, you know. The tragedy for Wayne (Rainey), to have the injuries he has, has been bad for the sport. Last year, we had Eddie Lawson and Wayne Gardner retire from Grand Prix - two kind of big name guys pulled out. Then this year, we've had Wayne, through no fault of his own, being forced to pull out. Although, in time, other guys will get the recognition as well. But it would have been good to have kept him in there.

It was a real shock to the system to see what happened to Wayne. I think everyone felt that way about it. But I felt it real bad. I guess because for the last few years he and I have been racing. He was the main guy I had to beat all the time, and I took it fairly hard. I can't really believe it's happened, although I guess I feel - like every other racer - that it can happen. But you just don't figure it's going to happen to someone like him or yourself or whatever. It just kind of hits you real hard when it does happen to someone like him.

By the same token, I congratulate Kevin (Schwantz) on winning the championship. I think he's done a great job all year, but it was a shame to see the championship finish out the way it did.

Rainey's accident cast a pall over the U.S. GP. But it also seemed to bring people together.

I've spoken to Wayne. He actually telephoned me when I was in hospital. We spoke about what he thinks we should do with the bikes for the future, and track safety, and whatever else. You know, he sounded real good. He's keen to get back out there, and although not ride the bike, be back involved with it. That's good. It will be good to have him back around the tracks.

So what do you guys want to do with the bikes, or can you say?

INTERVIEW Road Racer Michael Doohan

Well, not a great deal at the moment. We're just thinking about, safety-wise, what the possibilities are for making them better. We've got a hell of a lot of horsepower, but we really can't put the power down. We're not really going forward any more, we've just got these bikes that are really fast in a straight line, in accelerating, but we can't get through the turns as quickly as we could before. For one reason or another, whether it's the tires or the amount of horsepower, I think the corner speeds have come down a bit over the last few years. And I think it's just because of horsepower and/or tires.

People will say things like "400s" (using 400cc engines rather than 500cc) and all that, and that's fine. You'll probably do a faster lap time on a 400, but you put them in a race with a 500, and a 500's going to pass it all the time. Unless a 500 gets held up in a bit of traffic and a 400 can get by. But when a 400 gets slowed up it's not going to accelerate as hard as a 500 - if you do get into traffic, the 500 is going to pass the 400 every time. That's an answer, but it's not really the solution. Everyone would have to be on a 400. As I say, we weren't actually talking about anything in particular on what to do, we were just trying to get a few ideas going.

Sounds like what you want to do is go even faster.

Well, I think everybody wants to do that. What we want to do is not only to go faster in speed, but in lap times. Like, Itoh's Honda was doing 200 mph at Hockenheim this year. I think that's kind of like fast enough, at the moment anyway. I'm sure that we'll all go faster each year, but that's quite quick. But in '89 a Honda was doing 194 mph and four or five years later, we've only gained six mph. I guess that's quite a lot when you read the figure. We're just trying to work out how we can get the power down to the ground better. Whether we need to put some restrictors inside, or whatever, to get the power down to the ground easier. At the moment, we can't open the throttle because the thing just wants to spin out all the time. We're just getting too much wheel spin, but at the same time, to the people observing, it doesn't look like we're getting wheel spin because we can't get on the throttle as early. Before, we used to get quite a lot of wheelspin with the old style engines, but we'd get on the throttle quite early, aggressively, and have it sliding. Now if you get on the throttle that aggressively with these new engines, with torquier-type engines, they just kind of spin out. Like I say, we were only talking, and seeing what could be done, what his ideas were and what my ideas were.

You know we can't change the sport, but all we can do is put suggestions forward on what we think might make it a little better for us to keep going. At the moment the 250s aren't at the limit of adhesion. They're adding horsepower to them. Like from last year to this year, they had a big gain in power. And their lap times come fairly close to the 500s. Sometimes they would have qualified on the front row, no problem. But again, that's in a flying lap. If you put a 250 in the race with the 500s, you could slow down and actually slow each other down. Then the 500 would walk away from a 250 every time.

Do you think active suspension could help you turn out faster laps?

I'm sure it could, the bumps and everything in the circuit actually add up to lap times and whatever. I guess it's the bumps and the undulations in the track. You'd have to put it into some tests, and I don't know anybody at the moment who's testing active suspension. There's a computer suspension. Honda has one as well, but at the same time it's not a night-and-day difference. An active suspension, a full-on active suspension, might be all right. I haven't really seen one on a car up close, but I guess there's a lot of electronics involved with it and maybe we haven't got the space and the weight for all that. If the weight limit could be where it was in '90, maybe we could add a few of these things and keep going. But we're at 130 kilos (286 pounds). We need every bit of that at the moment to have what we're running now - 130 minimum. Nobody wants to be more than that. I think it's 128 with the gas tank off. So we try to be on the limit all the time. I guess an extra kilogram of weight is horsepower, so I guess you can add horsepower or reduce weight - one of those things. Nobody really wants to give a weight advantage to the other guy.

You've been using a hand-operated rear brake since your comeback. Have you had any trouble with it?

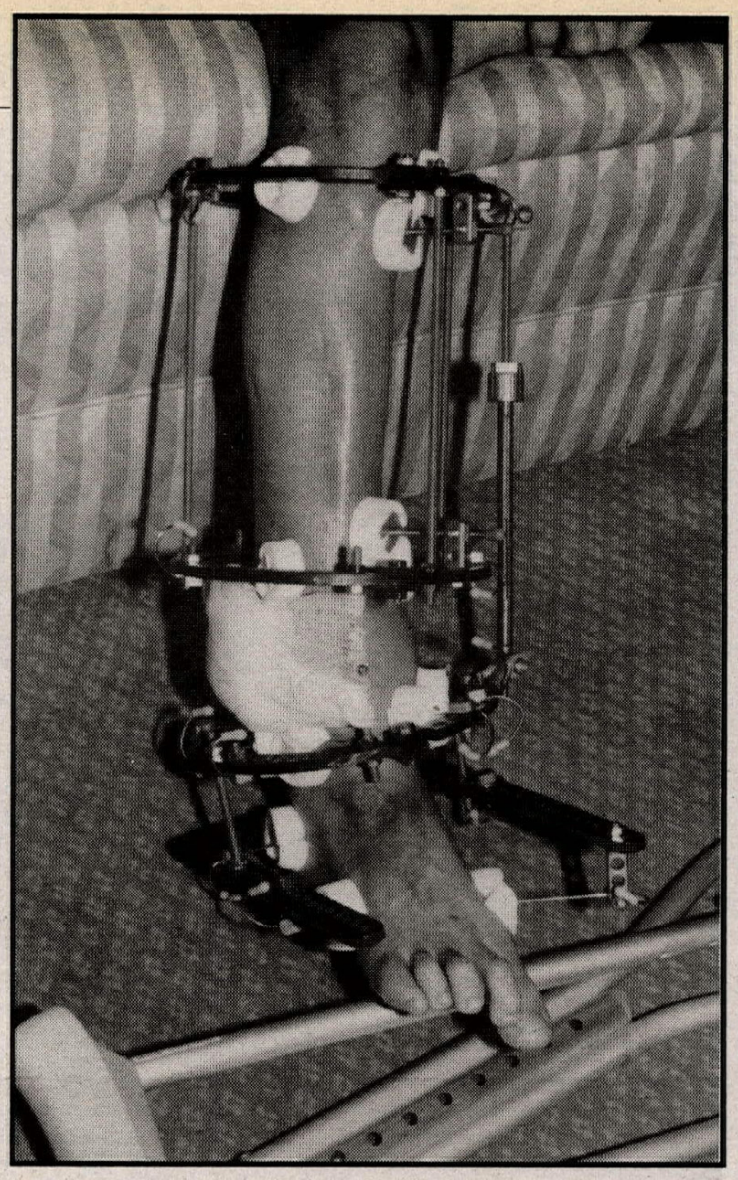
I've got nothing but good things to say about the way that brake is working. It's working fine and people can say what they like about it. My team and I know that it works as good - if not better - than what I had before. I've got a handicap with my foot, but as far as I'm concerned, once we do this thing (pointing to his leg brace), I'll have no handicap whatsoever. As far as rear braking is concerned, why not? My hand works as good as my foot to operate the rear brake. There was a problem on Saturday at Laguna Seca. In the qualifying session the bike dropped into neutral and then dropped into first. That caused me to crash, but on Sunday there was nothing wrong.

Tell us about the crash in the British GP at Donington Park. We heard that the fans were a little tough on you after that. Did Kevin Schwantz have anything to say to you?

No, and I never heard anything about the fans saying anything either. It was just one of those things, it was a racing accident. It's not in my plan when I crash into people. But I also think it wasn't entirely my fault. I had just passed Luca Cadalora down the straight - I'd drafted him down there. And then he came in, he nearly hit us all - probably because he was coming in the same as me. It wasn't like we were getting in there, we knew where the corner was. It wasn't like, "Oh we're going to go side by side in that corner." I knew where I was going.

And it was the same with Kevin. I wasn't accelerating on Kevin real hard. All of a sudden I was accelerating on Alex (Barros), and I said, "That's like Kevin to outbrake Alex." And then Alex hit the brakes even harder, because he's realized it's a chicane and he can't go on the outside and flick back into the line - it's just not going to work. Or else it was, "I've got team orders," and he's not allowed to beat Kevin or whatever and he just decided to hit the brakes early. All of a sudden he's braking harder and I can't pull up anymore. I never thought I was going to hit him, up until I actually hit him. At the last minute I turned away to try and avoid him, and just caught the back of him. It was one of those race accidents.

You know we have so many close calls all the time, and we're racing together within a couple of millimeters at times - it's just one of those things.



This is the brace that Michael Doohan uses to straighten his leg, which was bent when he prematurely began rehabilitation following his break last June. Doohan turns the knob on the right several times a day, which progressively aligns the three rings and straightens the bone.

Normally I'm not a late braker either. I'm not one of those people who gets alongside people on the brakes, but it was just an unfortunate thing. I never really thought it'd ever happen, but in racing things happen all the time.

Kevin was fine about it, he realizes I didn't plan to do it. It was unfortunate. I felt bad for doing it, because no matter what the circumstances, I ran into somebody and Kevin got brought down by it. Kevin was in the lead for the championship, and it's just the way it went. It isn't the way it looks in that brief second on television.

Your only win this season came at Mugello in Italy. Tell us about it.

Yeah, it was a good race. The Honda works well around there, the Honda works well pretty much everywhere, but I like that circuit. I also wanted to win, it was the first time I started to feel good on the bike. I did everything I could to try and win, and it paid off. Unfortunately the next Grand Prix was Donington and it wasn't so good. So, you take the good with the bad, I guess.

You said you'd be here a couple of months and then you'd start your testing program in December.

Elf is testing in late December, early January. I guess Daryl (Beattie) will be doing some tire testing and a little bit of development testing as well in mid-December. I'll be there if I can, but there's no rush. I'll be there in January, and that gives us three months before the start of the season. We'll be testing quite a lot between January and the first race. Hopefully, that should give us a good start to the season. I think it's going to be a good team.

There's been a fair amount of controversy about John Kocinski. Have you had any problems with him?

I've never had any problems with John, you know, he comes across to me all right. Everyone's got their problems. John's a hard rider; I mean he's doing a good job on that Cagiva. I know some people have had some problems with him, but I've never seen anything first hand so I'm only going from what I hear. But John and I seem to get along all right. I can't really say anything what about the way he goes about things, that's his own prerogative.

Who has been your mentor? Who have you found inspiration from?

I guess before I even started doing Grands Prix and all, it was Eddie Lawson. I'm not sure, I guess he was World Champion and there ain't much more than that. He just seemed smooth, and he was fast. So I guess that's why. Now that I'm racing, I don't try and emulate anyone, I just try and do the best I can. I have respect for just about every rider out there.

I guess in some ways you have a similar style, he's sort of calm and collected, and never seems to be ruffled.

I guess it doesn't do you any good to get fired up too much. I'm not sure. I guess I can't really compare myself to him, we're two different people. I just try to be like him, or Wayne (Rainey). I try to get along with the job and get along with the people.

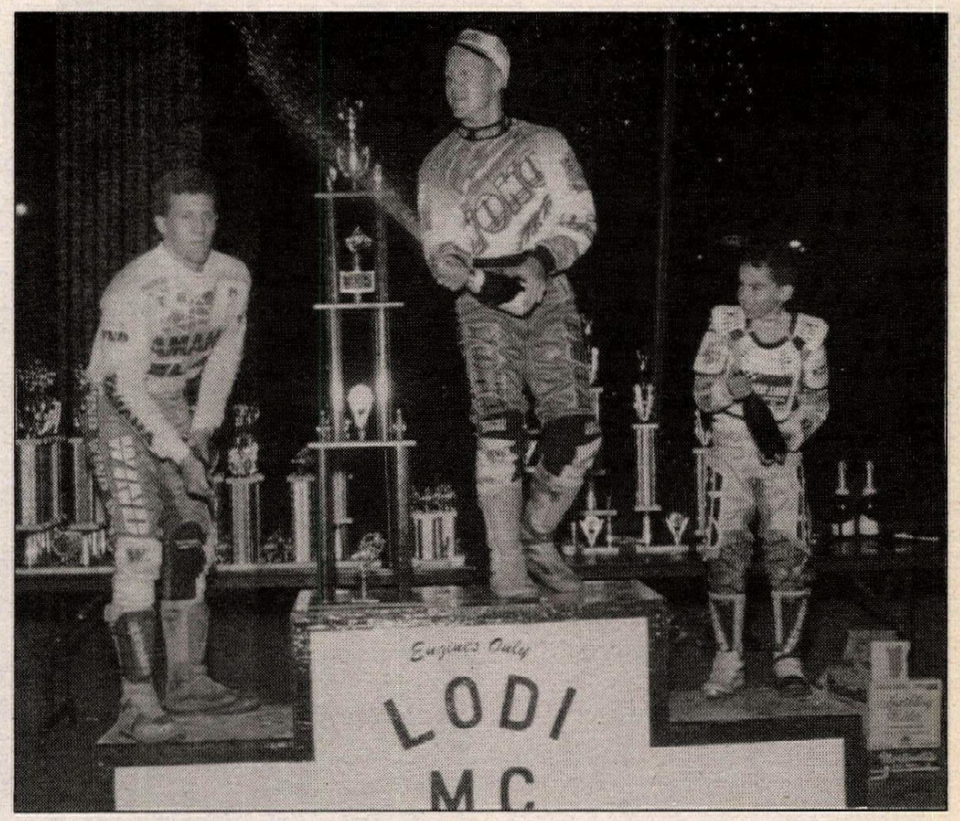
Have you noticed anyone trying to emulate you?

Not that I know of, no. I just have to see what happens. I haven't won a championship yet, anyway. That's my biggest aim, just to try and win a championship. Maybe then someone will think that I'm riding all right or whatever. I've finished close a few times, but second isn't good enough - second is losing. I just want to be better. If I can do that maybe a few young guys will think that I'm doing all right.

What's your goal next year?

All I want to do is just win the championship. But of course - there are other guys out there that want to do the same thing, so that makes it a bit hard. This year I was kind of up against it, especially after the way my leg was about healing. At least next year I'll start fit for the full season, and I'll have as good a chance as anybody else. If I were only going to compete for second or fourth or whatever, I'd probably just give it away now. CN

Defending 100cc National Champion Chris Carr racked up his second title.



(Left to right) Runner-up Kenny Roberts Jr., winner Chris Carr and third-placed Toby Jorgenson sprayed the victory apple cider on the winners' rostrum.

Carr (1), Roberts Jr. (25) and promoter Frank Nye (0) were on the front row in the main.

Carr zips to Lodi 100cc win

By Mindyz Mac
Photos by Debbie Anderson and Stewart Barber

LODI, CA, OCT. 16

Chris Carr had a feeling of deja vu as he fired up his Honda XR100 and took to the track at the Lodi Cycle Bowl for the 2nd Annual Four-Stroke Mini National.

"This is wierd," said Chris Carr. "I started racing minibikes here at Lodi Cycle Bowl back in 1973, and now 20 years later here I am back doing the same thing."

For Carr, it was only the second time that he had competed aboard his Engines Only/Arai/Staci Hall/Dunlop/Hap Jones/Sunoco/Supertrapp/Yoko-backed minibike, and for the second time, the former Grand National Champion emerged the winner when the dust finally settled at the end of the 25-lap main event.

Chasing Carr across the finish line at the Lodi Cycle Bowl/Engine's Only-promoted event were road racer Kenny Roberts Jr. and 11-year-old Toby Jorgenson.

"I basically just got out front and rode the pace I had to in order to win," said Carr. "I expected Kenny to give me more of a run, but his bike was underpowered. I guess it was clapped out from all of those laps at Hickman. Little Toby would have definitely been more of a factor if he had gotten a better start."

The race was held in conjunction with the regular Lodi M.C. Saturday Night TT Races, and the 100cc class boasted nearly 50 entries in the four different classes. The Expert class drew 26 entries, each of them anxious to earn their share of the $1500 in purse and contingencies.

Heats

The Expert field was divided into three five-lap heats that each offered four direct transfer positions. Eric Bostrom pulld the holeshot in the opening race, but on the second lap surrendered the lead to Engines Only president Frank Nye, who went on to score an easy win. Bostrom held on to second ahead of Rob Damron, while John Hlebo edged out Gary Rogers for the final direct transfer position.

The second heat was all Kurtis Roberts, as he led the race wire-to-wire over runner-up Matt Wait, who piloted the only Suzuki in the field. Chuck Sorenson and Paul Iwanaga finished out the top four.

The third heat offered a prelude of what would come later in the main event. Roberts grabbed the holeshot and led "home town favortie" Carr for the first three laps. Carr found a way past on laps four and motored off with the win over Roberts and Jorgenson. Mark Butler nabbed the fourth and final direct transfer.

Riders who failed to qualify directly from a heat race competed for one of eight transfer positions in a single five-lap semi. Silva jumped into the lead at the start with Ted Taylor, Jesse Dawson and Oliver in hot pursuit. Although he got a good start, Taylor was seriously underpowered aboard his stock bike. The diminutive rider ran his bike extra-hard into the corners, but was not match on the straights. Dawson and Oliver got by and the positions were set. Silva scored an easy win and led Dawson, Oliver, Taylor, Rogers, Jack Jensen, Craig Rogers and Paul Bergstrom into the main.

National

Nye jumped into the lead at the start of the 25-lap National and led Carr, Roberts Jr., Wait and Kurtis Roberts through turn one. Car waited until lap three to make his move, and passed Nye as they raced out of the infield.

Meanwhile, the rider on the move was Jorgenson. After starting the race on the second row, the youngster completed lap one in 10th, but by lap 10 had motored all the way up to fourth behind Carr, Nye and Roberts Jr.

Behind the top four, Roberts and Silva waged a private war over fifth. Silva took control on lap 13.

By lap 15, Carr enjoyed a comfortable lead, but continued to push after seeing that Roberts Jr. had gotten past Nye. For Nye, the trouble wasn't over yet, as Jorgenson began to breathe down his jersey as well.

On lap 18, Jorgenson powered past Nye and into the place position, and this set the stage for the finish. Carr, Roberts Jr. and Jorgenson were evenly matched and the remaining seven laps were relatively uneventful. Carr greeted the checkered flag in first, with Roberts Jr. racing home second ahead of Jorgenson's Redline Oil/Malots Honda/Stockton Honda/Tom's Sand Hill Ranch-sponsored machine.

Rounding out the top five were Nye and Silva.

Amateur

Racing action in the 100cc Junior class was dominated by Brandon George, who scored the win over Steven Hlebo and Helder Alvernaz. The riders rode a close, but predictable 15-lap race. Aaron Cisco and Kenneth Mountain filled out the top five.

Kenneth Holland took the lead form early leader Jason Jensen in the 100cc Novice main and never looked back. Jensen held on to finish second over Craig Gonzalez, who had survived a mid-race scare when Jim Grace crashed in front of him. Gonzalez rode up and over Grace's machine without losing a spot. Rounding out the top five were Tony Meiring and Chris Marquis.

In the Women's 100cc class, it was Debbie Anderson who pulled the holeshot and led the pack into turn one. Anderson ran away with the win over Tami Quan, Mindy Gonzalez, Michelle Lineaweaver and Kimberly Gonzalez.

The top three finsihers in each class were presented with their trophies, along with a bottle of sparking apple cider after the races were concluded. CN

Results

100 EX: 1. Chris Carr (Hon); 2. Kenny Roberts Jr. (Hon); 3. Toby Jorgenson (Hon); 4. Frank Nye (Hon); 5. Tyson Silva (Hon).

100 JR: 1. Brandon George (Hon); 2. Steven Hlebo (Hon); 3. Helder Alvernaz (Hon); 4. Aaron Cisco (Hon); 5. Kenneth Mountain (Hon).

100 NOV: 1. Kenneth Holland (Hon); 2. Jason Jensen (Hon); 3. Craig Gonzalez (Hon); 4. Tony Meiring (Hon); 5. Chris Marquis (Hon).

100 WMN: 1. Debbie Anderson (Hon); 2. Tami Quan (Hon); 3. Mindy Gonzalez (Hon); 4. Michelle Lineaweaver (Hon); 5. Kimberly Gonzalez (Hon).

P/W STK A/B: 1. Daniel Jenkins (Yam); 2. Scott Myer (Yam).

PW STK C: 1. Zachary Flores (Yam); 2. Bradley Hiler (Yam).

PW MOD A/B: 1. Daniel Jenkins (Yam); 2. Travis Foulger (Yam); 3. Charlie Morrison (Hon); 4. Stewart Barber (Yam).

60/80 B/C: 1. Brandon George (Kaw); 2. Tony Meiring (Hon); 3. Travis Foulger (Kaw); 4. Travis Patterson (Kaw).

80A: 1. Toby Jorgenson (Hon); 2. Jesse Dawson (Kaw); 3. Tony Souza (Kaw); 4. Mickey Lane (Suz).

WMN: 1. Mindy Gonzalez (Hon); 2. Tami Quan (Hon); 3. Verna Ober (Kaw).

250 C: 1. Geramy Rackley (Yam); 2. Daniel Martin (Suz).

250 B: 1. Helder Alvernaz (Kaw); 2. Steve Hlebo (Hon); 3. Michelle DiSalvo (Yam).

VINT B/C: 1. Greg Riddle (Yam); 2. Paul Gutierrez (Yam).

VINT A: 1. Robert Damron (Yam); 2. John Proto (Hon); 3. James Judd (BSA).

VET C: 1. Richard Arnold (Suz); 2. John Grey (Rtx); 3. Joe Castagna (Rtx).

VET B: 1. Timothy O'Hara (Hon); 2. Bud Riddle (Hon).

VET A: 1. Eric Weisler (Yam); 2. Dave Bostrom (Rtx); 3. Robert Meiring (H-D); 4. Allen Yarrow (Yam).

OPEN C: 1. Chris Marquis (Hon); 2. Charles Fabbiani (Kaw); 3. Danny Murdaugh (Yam); 4. Robert Austin (Kaw).

OPEN B: 1. William Luker (Hon); 2. Steve Hall (BSA); 3. Timothy O'Hara (Hon); 4. Mike Knight (Rtx); 5. Dante D'Ambrosio (Rtx).

OPEN A: 1. Eric Bostrom (Rtx); 2. Robert Damron (W-R); 3. Billy Marton (Rtx); 4. Paul Bergstrom (Rtx); 5. Robert Sealy (Rtx).

PRO-AM: 1. Jeff Poff (Rtx); 2. Paul Bergstrom (Rtx); 3. Robert Seay (Rtx); 4. Michelle DiSalvo (Hon); 5. Kevin Gonzalez (Rtx).

PRO: 1. Robert Damron (W-R); 2. Brett Landes (Rtx); 3. Eric Bostrom (Rtx); 4. Jeff Eklund (Rtx); 5. Lonnie Pauley (Hon).

Darrow, Griffith great at Hollister

By Matt Hilgenberg

HOLLISTER, CA, OCT. 16-17

Steve Darrow and Morrill Griffith were the stars of the show as the vintage sporting season wound down at Hollister Hills OHV Park. Santa Clara Riders Unlimited (SCRU) put on a fantastic two-day event that included a bike show, swap meet and round eight of the American Historic Racing Motorcycle Assn. (AHRMA) National Trials Series on Saturday, and the final round of the AHRMA/Vintage Iron National MX Series on Sunday.

Trials

Saturday's observed trials was laid out by Starman Productions' Mike Fenner in the woods below the MX pit area. Eight sections were ridden four times each, and competitors were given a three-hour time limit; since a rider could begin the loop at any section, traffic was minimal for the 43 entrants.

Former Yamaha factory trials rider Steve Darrow put in the best ride of the day on his new AJS 500cc Premier Heavyweight-class machine. Riding the most-difficult "one" line through the sections, Darrow emerged with a score of just five, one better than the winner of the Modern Classic division, Bultaco-mounted John Moore.

The largest class of the day was Modern Classic Novice, with 12 entries. San Jose's Bill Ripley, on an Ossa, was the victor, two points clear of a three-way tie for third.

Motocross

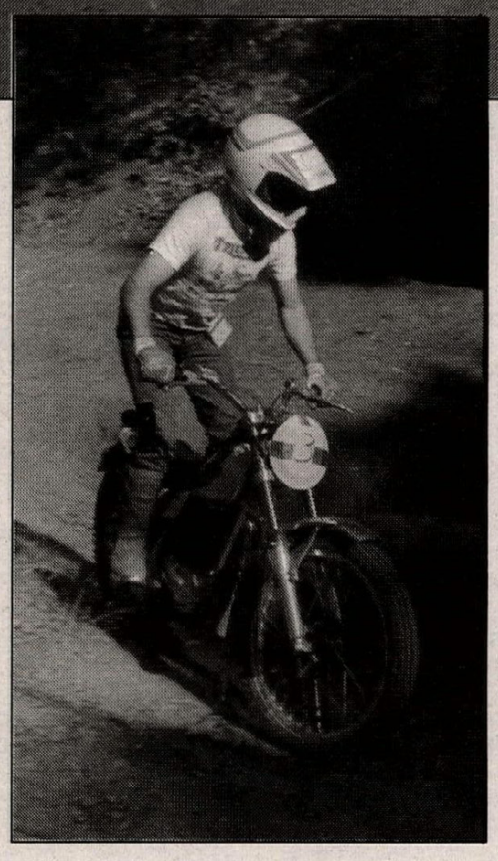
With 430 entries, the motocross was the largest ever on the west coast. Riders from 13 states and five countries competed in two rounds of 22 motos each. Although the day was long, the track stayed in good condition and the racing was entertaining.

As has become a tradition at Hollister, SCRU invited a stellar list of past masters to compete in a one-moto exhibition race. Buck Murphy led the blazingly fast event until two straightaways from the end, when his Maico began to run poorly and backfire. This allowed Billy Grossi to take the victory after a midpack start. DeSoto also nipped by Murphy before the finish.

Intermediate-class rider Griffith was the top performer in the regular AHRMA classes, taking wins in the 125cc class, Division B of the 500cc class and Division A of the +30 class, and finishing second to Suzuki rider Mark Brooks in the 250cc Intermediate Division B race. The Colorado resident switched back and forth between a Honda, a Yamaha and a Maico in the four events.

Three of the Past Masters division participants also competed in the +40 Expert race, but none could match the pace of Montesa VR pilot Randy Lewis, who took the overall ahead of Rory Muscatell, Dave Aldana, Tom Rapp and Doug Grant.

An unusual sight was found in the Premier 500cc and Premier 500cc II Novice classes in the form of an early '60s four-stroke Husqvarna ridden by Britalia Motors' Joe McCoy. The teenager won the 500cc II race over Fred Royce Jr., which gave McCoy the NorCal Series class championship. In Premier 500, McCoy was second behind BSA rider Robert Lindsey. CN



(Above) Morrill Griffith (65P), who won three motocross classes, leads the pack through turn one. (Right) Bill Ripley topped the Modern Classic Novice class in the trials competition.

Results

TRIALS

PREM H/W MSTR: 1. Steve Darrow (5); 2. Ken Marecak (23).

PREM H/W EX: 1. Derek Belvoir (3).

PREM H/W INT: 1. Fred Mork (4); 2. Mike O'Brien (6); 3. Jamie Jenny (21).

PREM H/W RGD: 1. Steve Martin (2).

PREM L/W MSTR: 1. Matt Hilgenberg (12); 2. Ken Burningham (35); 3. Ernie Stair (47); 4. Jim Lerer (60).

PREM L/W EX: 1. Mike Atkins (1).

PREM L/W INT: 1. Ron McCabe (2); 2. Rob Stickler (3); 3. Lynn Boyer (5); 4. Old Ed Meagor (7); 5. Jim Cameron (20).

MDRN CLSC MSTR/EX: 1. John Moore (6/26 cleans); 2. David Olliges (6/26); 3. Paul Olliges (8); 4. Steve Muscatell (10); 5. Jared Bates (53).

MDRN CLSC INT: 1. Tony Sigala (5/31); 2. Ed Gaylord (5/28); 3. Parra O'Siochain (6); 4. Eric Kraft (7); 5. Ray Kinner (10).

MDRN CLSC NOV: 1. Bill Ripley (6); 2. Terry Breitmaier (8/29); 3. Michael Kroeker (8/28); 4. Charles Recasens (8/27); 5. Randy Pew (9).

MDRN CLSC BEG: 1. Barbara Don Carlos (2).

MOTOCROSS

PAST MSTRS: 1. Billy Grossi (Hon); 2. John DeSoto (Oss); 3. Buck Murphy (Mai); 4. John Hateley (Tri); 5. Doug Grant (AJS); 6. Tom Rapp (Bul); 7. David Aldana (Bul); 8. Dick Mann (Mon); 9. Jeff Smith (BSA); 10. Ricky Graham (Hon); 11. Don Castro (Tri); 12. Dusty Coppage (Ric-Tri).

125 NOV: 1. Armen Clawson (Kaw); 2. Greg Kendrick (Bul); 3. John Figas (Yam); 4. Paul DuChene (Yam); 5. John Gulliford (Ric-Zun).

125 INT: 1. Morrill Griffith (Hon); 2. Jim Lundgren (Kaw); 3. John Lundgren (Bul); 4. Brian Snives (Hon); 5. Jack Surber (Hon).

125 EX: 1. Peter Urfer (Hon); 2. David Germain (Hon); 3. Dallas Nyblod (Hon); 4. Brock Suter (C-A); 5. Rory Muscatell (Hon).

250 NOV: 1. Eric Roseme (Bul); 2. Ray Weber (Hon); 3. Greg Kendrick (Bul); 4. Norman Phillips (Mai); 5. Tom Brown (CZ).

250 INT D-A: 1. John LeFevre (Hus); 2. David Fisher (Kaw); 3. Jon Mello (Hon); 4. Keith Lynas (Oss); 5. Ken Gerard (Hon).

250 INT D-B: 1. Mark Brooks (Suz); 2. Morrill Griffith (Yam); 3. Ron Melton (Oss); 4. Eugene Buere (Mon); 5. Frizby Sealy (Hon).

250 EX: 1. Tim Nash (Hon); 2. John Greenway (Hon); 3. Pat Brown (Bul); 4. Brock Suter (C-A); 5. Randy Lewis (Mon).

500 NOV: 1. Les Mohler (Hus); 2. Lloyd Boland (CZ); 3. John Draguesku (Mai); 4. RQ Old (Hus); 5. Peter Biddy (Bul).

500 INT D-A: 1. Randy Batsell (Yam); 2. George Golling (Mai); 3. John LeFevre (Hus); 4. Roger Norris (Suz); 5. Randy Pew (Bul).

500 INT D-B: 1. Morrill Griffith (Mai); 2. Robert Tull (Mai); 3. Jim Lundgren (BSA); 4. Louis Harker (CZ); 5. Doug Eckelman (Hon).

500 EX: 1. Pat Brown (Bul); 2. Tim Nash (Suz); 3. Simon Cheney (Che-BSA); 4. Mike Lillevig (Mai); 5. James Dunlavey.

OPEN TWIN NOV: 1. Bob Kile (Tri).

OPEN TWIN INT: 1. Peter Rowland (Tri); 2. Bill Knight (Nor); 3. Bill Ripley (Tri); 4. John Lundgren (Tri); 5. Rod Henninger (Tri).

OPEN TWIN EX: 1. Rick Doughty (Tri); 2. John Hateley (Tri); 3. Daryl Hambleton (Tri); 4. Steve Monger (Tri); 5. Ron Dotson (Tri).

WMN NOV: 1. Christy Einboden (Hon); 2. Noreen Parry (Suz); 3. Wendy Mahan (Hus); 4. Debbie Poole (CZ).

WMN INT: 1. Mindy Hambleton (Yam); 2. Ginger Hilgenberg (Tri).

30+ NOV: 1. Lloyd Boland (CZ); 2. Les Mohler (Hus); 3. Peter Biddy (Hon); 4. Dennis Moore (Mai); 5. Don Beese (Hon).

30+ INT D-A: 1. Morrill Griffith (Mai); 2. Mark Brooks (Suz); 3. Randy Batsell (Yam); 4. Keith Webster (Hus); 5. George Golling (Mai).

30+ INT D-B: 1. Robert Tull (Mai); 2. Louis Harker (CZ); 3. Tom Polito (Bul); 4. Peter Rowland (Tri); 5. Gene Boer (Bul).

30+ EX: 1. Pat Brown (Bul); 2. John Greenway (Hon); 3. Simon Cheney (Che); 4. Marty Lukaszewski (Mai); 5. Eric Mashbir (CZ).

40+ NOV: 1. John Draguesku (Mai); 2. Steve Nace (Oss); 3. Charlie Singleton (Hon); 4. John Gulliford (Mon); 5. John Koch (Hus).

40+ INT D-A: 1. Richard Smith (Mai); 2. Randy Pew (Bul); 3. Jack Callinsky (Mai); 4. Tony Lukaszewski (Mai); 5. John McCoy (Hus).

40+ INT D-B: 1. Ron Melton (Oss); 2. Frizby Sealy (Hon); 3. Vic Curti (Oss); 4. Gary Egloff (Yam); 5. Barry Brown (Bul).

40+ EX: 1. Randy Lewis (Mon); 2. Rory Muscatell (Hon); 3. David Aldana (Bul); 4. Tom Rapp (Bul); 5. Doug Grant (AJS).

50+ NOV: 1. Alfred Saldivar (Yam); 2. Ken Burningham (Gre); 3. Fred Royce (Tri); 4. RQ Old (Mai); 5. Joe Monger (Hon).

50+ INT: 1. Rod Brasel (Bul); 2. Ernie Stair (BSA); 3. Ron Clawson (Mai); 4. Ken Hatch (Bul); 5. Donald Christianson (CZ).

50+ EX: 1. Jim McClinton (CCM); 2. Bill McClinton (BSA); 3. Wayne Sumner (BSA); 4. Ron Dotson (KTM); 5. John Geer (BSA).

PREM L/W NOV: 1. Bill Samstag (Gre).

PREM L/W INT: 1. Michael Green (BSA); 2. Kenny Sykes (Gre).

PREM L/W EX: 1. Allen Wenzel (DOT).

PREM L/W II NOV: 1. Dave Duane (AJS); 2. Verne Elmore (Oss); 3. Bill Samstag (Gre).

PREM L/W II INT: 1. Rod Henninger (Hus); 2. Jack Callinsky (Oss); 3. Michael Green (BSA).

PREM L/W II EX: 1. David Boydstun (Mon); 2. Rob Poole (BSA); 3. Mike Owens (Hus); 4. Mike Beanway (Gre).

PREM 500 NOV: 1. Robert Lindsey (BSA); 2. Joe McCoy (Hus); 3. Hank Wenzel (Nor).

PREM 500 INT: 1. Peter Cruttenden (BSA); 2. John Ford (Vel); 3. Jamie Jenny (BSA); 4. Larry Madrigal (BSA); 5. Ron Predmore (Mat).

PREM 500 EX: 1. Dick Mann (Mon); 2. Rick Doughty (BSA); 3. Peter Ford (BSA); 4. Jeff Smith (BSA); 5. Wayne Sumner (BSA).

PREM 500 II NOV: 1. Joe McCoy (Hus); 2. Fred Royce Jr. (Tri).

PREM 500 II INT: 1. Mark Koler (AJS); 2. Bill Ripley (Bul); 3. John LeFevre (Hus); 4. Doyle Cook (Ric); 5. Kenny Sykes (Gre).

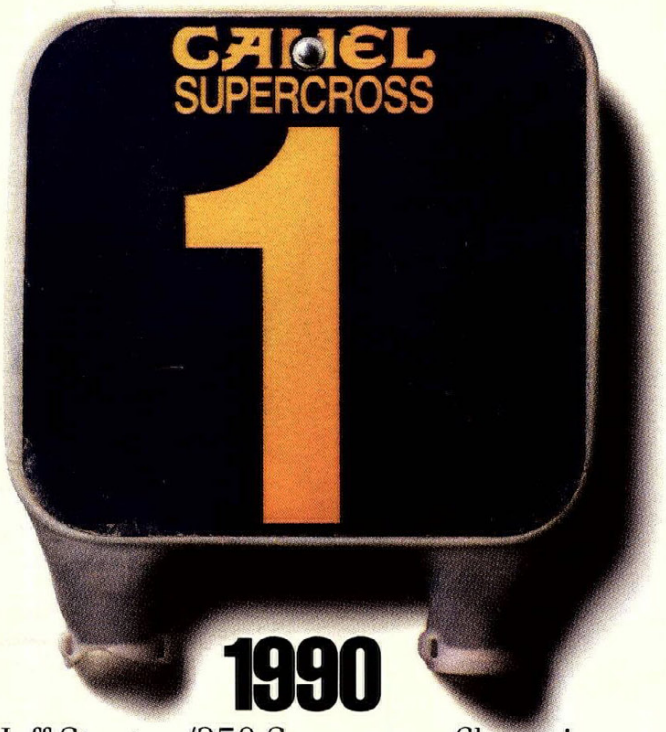
PREM 500 II EX: 1. Simon Cheney (Che); 2. John Geer (BSA); 3. Matt Hilgenberg (Ric-Tri); 4. Tim Henry (Tri).

PREM OPEN TWIN INT: 1. Bill Knight (Nor); 2. Dave Rogers (Tri); 3. Gerald Rogers (Mat).

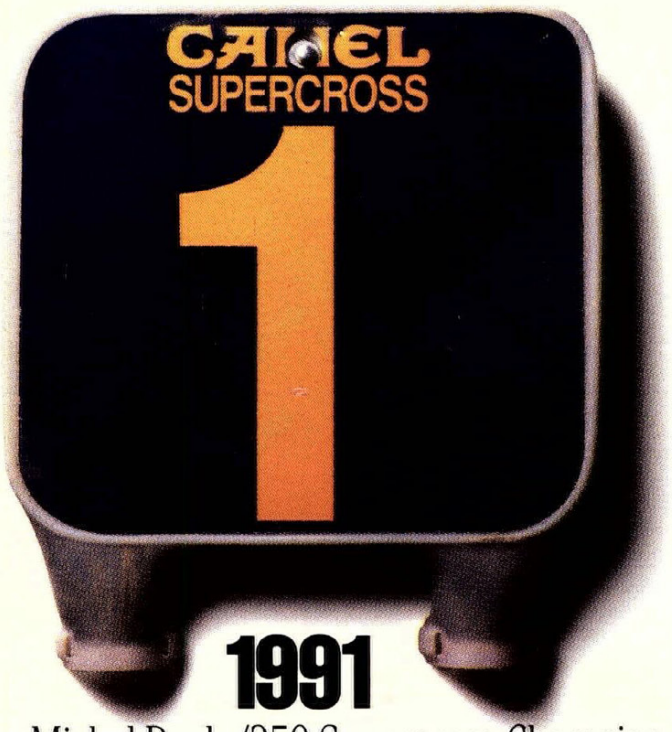
PREM OPEN TWIN EX: 1. Butch Cochran (BSA); 2. Danny Davies (BSA).

Rick Johnson/250 Supercross Champion

Jeff Stanton/250 Supercross Champion



Jeff Stanton/250 Supercross Champion



Jean-Michel Bayle/250 Supercross Champion

Jeff Stanton/250 Supercross Champion

Jeremy McGrath/250 Supercross Champion

Luck has nothing to do with it.

The riders may change and the tracks may change, but one thing always stays the same: the number-one plates that Honda's line of CR™ motocrossers seem to wear at the end of every season.

And for 1994, the song is destined to remain the same. Both the CR250R and the CR125R feature new forks, shocks and swingarms. And the CR250R even

Specifications and availability subject to change without notice. *1994 models are eligible for the remaining 1993 posted events. For a free brochure, see your Honda Dealer or write: American Honda, Dept. 93, P.O. Box 7055, No. Hollywood, CA 91609-7055.

Jeremy McGrath, 1993 250 Supercross Champion, showing off his new good-luck charm: the 1994 CR250R.

gets a new frame. All designed to provide you with the best handling, most precise racing machines that've ever sailed over the whoops, tabletops or triples.

And to make a good thing even better, every Red Rider is eligible for big payoffs through our CR contingency program.*

So go ahead and call 54 National and World titles in the last 14 years luck. But if you believe that, there's only one way your luck's ever going to change: By getting on a 1994 CR of your very own.

Remember, always ride responsibly and be sure to read our safety message elsewhere in this publication.

HONDA

Come ride with us.

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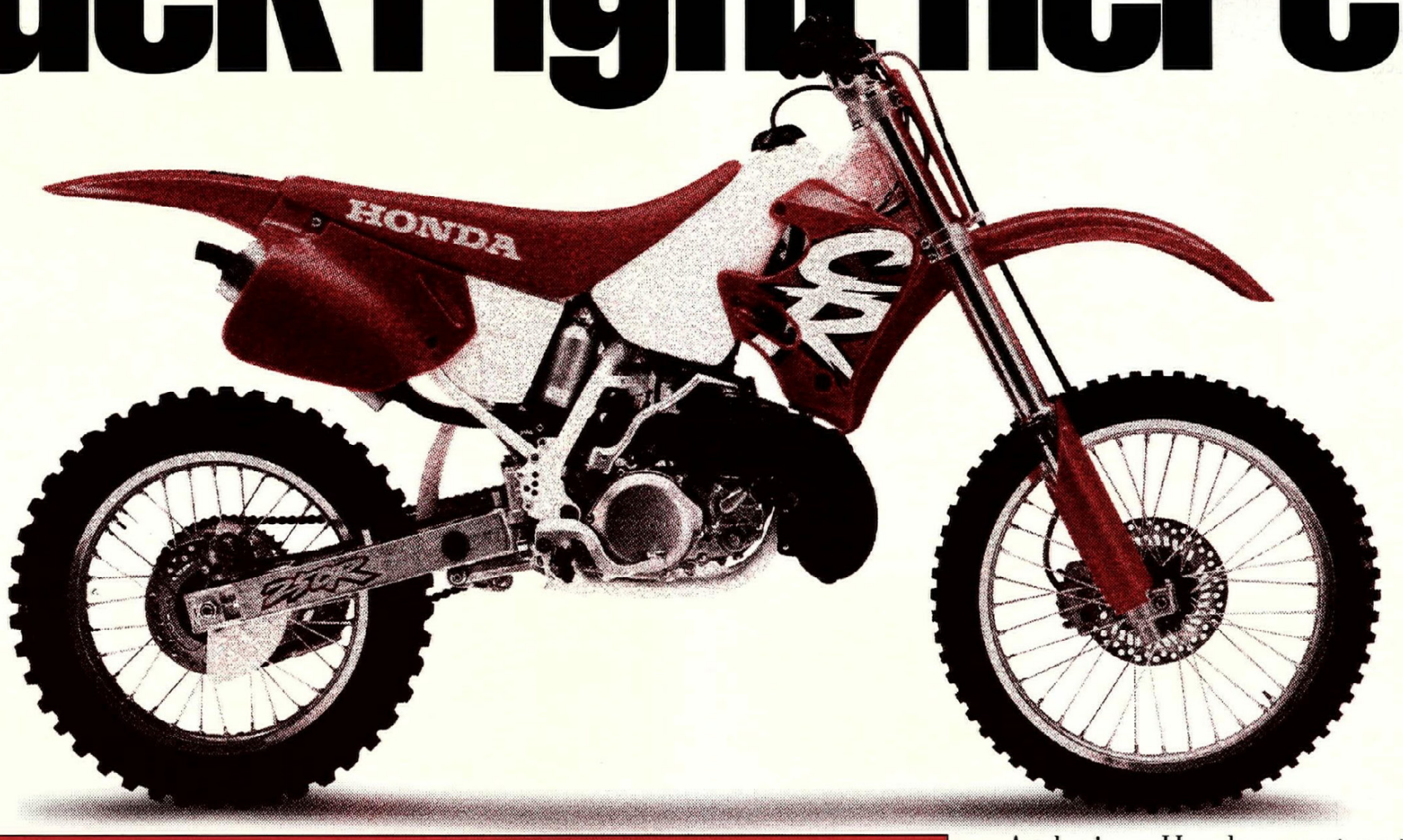
We got your luck right here.



The 1994 CR Red Rider Contingency Program

AMA Amateur Supercross Series	CMC Golden State Series	MMDA International
AMA Amateur Nationals	CMC Mid Summer Night Series	MTEG Ultra Cross Series
AMA District 6	CMC PAC West Series	Mammoth Mountain
AMA District 14	CMC Spring Classic	Mega Series
AMA District 41 Championship Series	CMC Trans Cal Series	NESC Championship Series
AMA Florida Gold Cup	CRC Dunestown Series	NMA Amateur National
AMA Outdoor Nationals	Carolina Ultra Series	NMA World Mini
AMA Professional Supercross Series	GFI Fall Series	New Jersey State Championship
AMA Winter AM Series	GFI Winter Series	Nuclear Series
AMA Winter Olympics	GNC Good Times National	Race of Champions
Alaska State Series	GNC International Final	SRAC Double Points
CMC Copper State Classic	Honda Big Bucks Shootout	*Other events to be added, see dealer for eligibility requirements.*
CMC Desert State Classic	Loretta Lynn's MX National	

Over $3.5 million posted.

It doesn't matter whether you're a first-season amateur or a fully sponsored pro: When you go racing you know you can win big thanks to the 1994 CR™ Red Rider Contingency Program, proudly sponsored by the Honda Rider's Club of America.

And you'll be eligible to collect at a wide variety of events as well, not just the big nationals.

We're going to be shelling out for first- through fifth-place finishes.

And, since Hondas roost on the competition, when you're on a CR you've got a great chance at some great payouts. With over 3.5 million dollars in the pot, this is one of the best contingency programs ever.

To make a good thing even better, the Honda Rider's Club of America will be providing technical support at selected major events. Just see your dealer for more information.

So get on a 1994 CR today, and get with the program–the CR Red Rider Contingency Program.

And after the race, if anyone tells you that you were just lucky, well, we think you'll know what to say.

HONDA
Rider's Club of America

ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. Obey the law, and read your owner's manual thoroughly. Info subject to change without notice. CR is a Honda trademark. ©1993 American Honda Motor Co., Inc. (10/93)

Day 180 MX Boots

In a day and age when a new motocross bike can cost upwards of $5000, a helmet $400 and a fancy race jersey $50, it is nice to see a top-quality product stay within a reasonable price range. Such is the case with the Day 180 MX Boots from Kamikaze Sport.

Made in the same Italian factory that produces well-known brands such as Gaerne and Answer, the Day 180 MX Boot is truly a high-end product that carry a "low-end" price tag.

At $169, I was skeptical about the quality of the boots.

Sure, they looked great, but I was positive that they would fall apart after only a few rides. Needless to say, I was wrong. After six months of hard riding, the boots look a bit worn, but feel just as good as they did the first time I slipped them on.

Unlike many "econo" boots (and some manufacturers' high-end boots, for that matter) that feature split-grain leather construction, the Day Boots are made entirely of top-grain leather. Top-grain leather is thicker, stronger, and holds its shape better than split grain.

Before my first ride with the boots, I repeatedly bent and twisted them in the ankle areas. This proved to be the only "break-in" they needed. After only a few laps around the track, I felt comfortable and confident.

There are no excessive plastic panels in the ankle area to keep the rider from "feeling" the motorcycle, only a small round plastic ankle pad that does a good job of absorbing blows to the frame.

Ankle support is provided via a lace and drawstring system inside, and a pair of easily adjustable ski boot-type buckles on the outside. A pair of flaps with hook-and-loop fasteners secure the top portion of the boot.

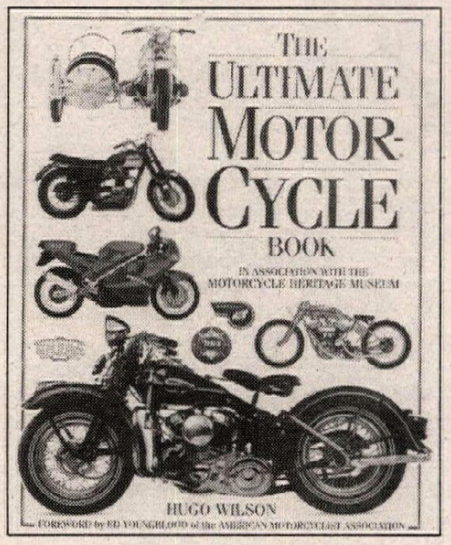
As always, I found the lace system inside a pleasure to use, and the two buckles on the outside provided a wide range of adjustment. The ski boot-type design allows you to clamp down and make the boots really tight.The soles are high quality, and are made of a soft compound rubber that really sticks to the footpegs. I'll be the first to admit that I am one of those riders who never moves around on the pegs, and I often wear a notch in the arches of my soles. Surprisingly, even though the soles feel soft, they have held up considerably well and are showing no excessive signs of wear.

The only complaint I had was that the right boot lacked any type of heat shield on the inside of the foot near the toe area. While the left boot has the plastic shifter panel, the right boot is left bare and the rider can feel the heat from the engine's cases.

All in all, however, I feel that the Day 180 MX Boots are a great bargain. Not only do they fit, feel and perform like many boots costing much more, they look pretty cool as well.

For more information contact Kamikaze Sport, Dept. CN, 43 Laurel Mountain Rd., Mammoth Lakes, CA 93546, 619/924-2444.

Donn Maeda



The Ultimate Motorcycle Book

As far as we know, The Ultimate Motorcycle Book, written by Hugo Wilson, is the only book on the market to make such a bold claim - and right in the title, no less! But this book goes a long way toward substantiating itself among the many volumes written on the subject over the years. Wilson wrote the 192-page book in conjunction with the AMA, and it is the only work to be endorsed by the American Heritage Museum.

Wilson chronicles the last 100 years of motorcycling, giving a broad overview of each marque. He devotes a paragraph to each model shown, highlighting the features that made it unique. We found that to be a real plus, as you learn just enough about the bike without becoming bored by drawn-out explanations. The book contains over 600 eye-pleasing color photographs of the more than 200 bikes profiled, from the 1883 Daimler to the high-tech, oval-pistoned Honda NR750 and beyond. The color pictures are interspersed with black-and-white photographs depicting the machines in use during their respective eras.

There are also specification tables on each machine - good if you'd like to compare weights and measures from, say, Harleys and Indians of the same era.

Wilson devotes sections of the book to motorcycle competition (from trials to road racing), the riders of these historic machines, and motorcycle technology (with chapters on subjects like engines, chassis, electrics, and even the considerable advancements in rider apparel).

With all of this, you'd think Wilson had written the ultimate tribute to the motorcycle world. But ultimate is a big word, and the author's efforts to make a timeless presentation trip the book up in a few places. For example, Wilson can tell you the weight of a 1937 DKW SS250, but won't even guess at that of a simple 1974 CZ250. Another example is the book's claim that the quickest quarter-mile time for a motorcycle is 7.08 seconds, a record that was broken years ago.

Still, the pictures alone make the book well worth the $29.95 suggested retail price, and a worthy addition to any collector's or enthusiast's library.

For more information contact Dorling Kindersley Adult Books, 232 Madison Ave., New York, NY 10016, 212/684-0404.

Scott Rousseau

Kevco/Stubbs kidney belt

Kevco/Stubbs is not a familiar name to the typical motorcyclist - unless, that is, the rider in question also happens to be a grocery stocker or a truck driver. I'll be the first to admit, when the package containing the kidney belt arrived on my desk here at *Cycle News*, my initial response was something like, "Kevco who? Isn't he the new road racing world champ?"

But just because Kevco/Stubbs isn't the biggest name in motorcycle gear doesn't mean they're not qualified to make protective wear. The kidney belt is their first foray into the motorcycle market, but the company has 25 years of experience making orthopedic soft goods such as ankle and knee braces, and has a line of over 300 other products.

The kidney belt is a modified version of the one used by miners and other workers to reduce workman's comp claims, with the primary difference being increased flexibility. The main difference between the Kevco/Stubbs belt and typical kidney belts lies in the closure system. Whereas most belts use a simple single-stage system, the Kevco/Stubbs model closes in two steps. First, a pair of stiff (almost unstretchable) flaps are secured at the front via strong hook-and-loop closures, and next, a set of stretchy elastic flaps are cinched up on the sides. This is the belt's best feature, as it allows it to be tightened more on the sides and back, and less across the stomach. To obtain adequate support with other belts, I often have to pull the flaps so tight that I can barely breathe.

The Kevco/Stubbs belt is quite comfortable, thanks to its tapered cut. The back is tall for support, but the front is narrow so that it won't fold in a sitting position. It was not uncommon for me to forget I was wearing the belt, even when I finally got off the bike.

Though the belt offers more support than any other kidney belt I've tried, its lack of plastic panels means the lower back gets less crash protection than I would like. Of course, added protection may come at the cost of less comfort.

The wide range of available sizes (S-XXL) is a big plus. Waists from 20 to 70 inches are covered, and seven- and nine-inch heights are both available in each size.

I ride mainly off-road, but it seems to me that the Kevco/Stubbs belt would work well for street-bike riders as well. Several top off-road car drivers also use the belt. Color choices are limited to all black or purple/yellow, but more color combinations are said to be on the way. Suggested retail price is $39.95

For more information contact Kevco/Stubbs Racing, 4518 Vanowen St., Burbank, CA 91505, 800/223-1713.

Chris Jonnum

Remember, motorcycles run on gasoline. Not alcohol.

There's no future in mixing alcohol or drugs with motorcycling.

But even riding sober doesn't mean you're riding safely. That's why you need to wear a helmet, eye protection and protective clothing.

And responsible motorcyclists take the time to really understand their machines by reading their owner's manuals. And they never ride without a motorcycle license.

So remember, ride straight. Or don't ride at all.

HONDA
Come ride with us.

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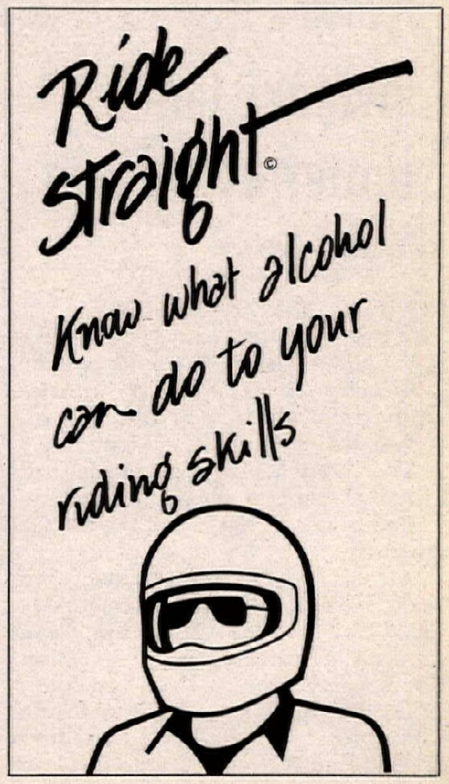
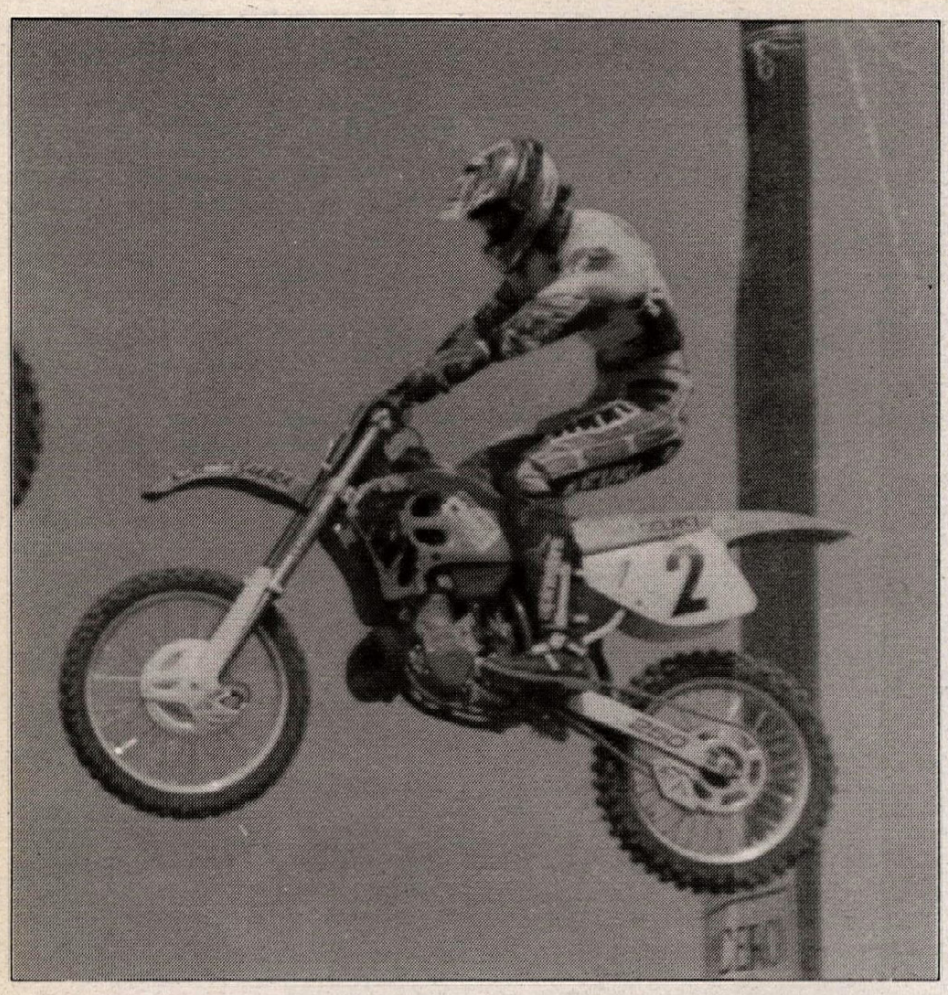




Phil Lawrence was the winner of the Monterrey, Mexico Supercross International.

Damon Huffman (86) smoked the competition in the 125cc Pro class at Perris MX.

Lawrence lands Monterrey SX win

By Humberto Baca

MONTERREY, MEXICO OCT. 16-17

After two full days of racing, Californian Phil Lawrence rode his factory-backed Suzuki into the winner's circle innaugural Viceroy Supercross International in Monterrey.

The event drew top riders from Canada, Central America, and the United States to battle for the $40,000 Pro purse.

Among some of the top riders were Team Yamaha's Jeff Emig - former AMA 125cc National MX Champion, Team Kawasaki's Ryan Hughes, Team Noleen riders Larry Brooks, Kyle Lewis and Shaun Kalos, Canadian International Champion Carl Vaillancourt, Guatemalan National Champion Fritz Klimowitz, Costa Rican National Champion Adrian Roberts, and privateers Buddy Antunez, Ron Lechien, Mark Easley, Butch Smith and Terry Parsons.

Missing from the lineup was local favorite Pedro Gonzales, who was forced to sit and watch from the stands with a broken ankle he sustained one week prior to the event.

"It's a very big disappointment for me not being able to race for my hometown fans," Gonzales said.

Because of the large rider turnout, a supercross format was used to eliminate the field down to a 20-rider main event. Two heats and a last chance qualifier were used. Brooks led Lechien and Emig across the line in heat one, and Lawrence topped Antunez and Lewis in heat two. Former Minicycle champion John Kitch ran away with the last chance qualifier.

Lawrence had the quickest reaction time out of the gate as he holeshot the main event. Right on his rear fender were Brooks, Parsons, Emig, Hughes and Antunez. Lewis, who had gated well, ran into Hughes around the first corner and would start his charge back in 18th place. As Lawrence enjoyed a small lead over Brooks, Emig was quick to get by Parsons and set his sights on Brooks. Brooks would also fall victim to the hard-charging Yamaha rider. As the two riders approached the triple, they flew side by side, and Emig powered his way past Brooks through the following corner.

Lawrence was enjoying a comfortable lead and would never be challenged. Lawrence crossed the finish line victorious aboard his Suzuki RM250. Emig, Brooks, Hughes and Lewis rounded out the top five. Both Lewis and Vaillancourt, who started in the back of the pack, had picked off riders at a fast pace, moving themselves into the top 10. Vaillancourt would finish ninth.

Seventeen-year-old Terry Parsons rode to an impressive seventh. CN

Results

MAIN: 1. Phil Lawrence (Suz); 2. Jeff Emig (Yam); 3. Larry Brooks (Yam); 4. Ryan Hughes (Kaw); 5. Kyle Lewis (Yam); 6. Butch Smith (Hon); 7. Terry Parsons (Kaw); 8. Adrian Roberts; 9. Carl Vaillancourt (Suz); 10. Buddy Antunez (Hon).

GFI Fall MX Series Round: 1

Huffman hauls in Perris MX win

By Tony Alessi

PERRIS, CA, OCT. 10, 1993

Factory Suzuki rider Damon Huffman put a hurt on the Pro ranks after posting a pair of uncontested moto wins in the 125cc Pro class during round one of the GFI Fall Series at Perris Raceway.

"My confidence is real good right now. Last year I won four Camel Supercross rounds and I learned a lot," said Huffman prior to the first 125cc Pro moto.

Huffman and local Pro Ray Hensley battled for the holeshot at the start of the first 125cc Pro moto. Huffman squeeked out the lead by hammering a set of rockers after the first turn, but Hensley and Larry Linkogle were almost immediately surrounding him.

"I only rode four laps of practice, so I wasn't too sure of the track," Huffman said.

After three laps Huffman seemed to find his rhythm and pick up the tempo while the local king of Perris, Donald Upton, moved into the top five. At the midpoint of the race, Huffman was setting the fastest lap times while enjoying a healthy twenty-second lead.

Huffman motored away for the eventual win while Upton dispatched both Hensley and Linkogle for second. In the late stages of the moto, Greg Schnell and Craig Decker, who both started the moto last, picked up the third and fifth spots, respectively. Linkogle took fourth place.

The second moto saw Huffman again in control, with Upton close behind in second. Upton gave chase during the early laps but could not keep his NCY/Bill's Pipes/V.P./Shock Therapy-backed Yamaha on pace with Huffman's Cycle Engineering-prepared Suzuki.

Huffman once again raced alone throughout the greater part of the moto for the overall win. Upton raced uncontested in second while Decker worked up from a midpack start to third in front of Schnell, Steve Andrich and Linkogle.

Upton didn't leave empty handed as he came back to post a two-moto sweep of the 250cc Pro class. Upton's only real challenge came from Tony Amaradio who rode into the runner-up position. Craig Canoy finished a respectable third followed by Erick Hilton, and Yamaha test rider Mark Easley. CN

Results

50 F/T: 1. Anthony Erb (Yam); 2. Jeff Alessi (Yam); 3. Anthony Servin (Yam); 4. Corey Chadwick (Yam); 5. Michelle Matthews (Yam).

50 BEG: 1. Jason Little (Yam); 2. Christopher Renshaw (Yam); 3. Jimmy Williams (Yam); 4. Dallas Peick (Yam); 5. Garrett Williams (Yam).

50 STK NOV: 1. Ryan Weber (Yam); 2. Aron Tomota (Yam).

50 SS NOV D-1: 1. Tommy Cochran (Yam); 2. Mike Alessi (Yam); 3. Kyle Foltz (Yam); 4. Brian Thurnton (Yam); 5. Aron Tomota (Yam).

50 SS NOV D-2: 1. Mike Conner (Yam); 2. Mark Atkins (Yam); 3. Justin Wilson (Yam); 4. Dane Jackson (Yam); 5. Andrew Nason (Yam).

50 SS EX: 1. Chad Munn (Yam); 2. Dustin Lavoie (Yam); 3. Daniel Taft (Yam); 4. Justin Munyon (Yam); 5. Ricky Oliver (Yam).

50 MOD NOV: 1. Justin Wilson (Yam); 2. Tommy Cochran (Yam); 3. Mark Atkins (Yam); 4. Mike Alessi (Yam); 5. Dallas Peick (Yam).

50 MOD EX: 1. Johner Faulkner (Yam); 2. Daniel Taft (Yam); 3. Bryan Matthews (Yam); 4. Chad Munn (Yam); 5. Ricky Oliver (Yam).

60 F/T: 1. Aron Tomota (Kaw); 2. Clark Figueras (Kaw).

60 BEG: 1. David Sullins (Kaw); 2. Joe Anderson (Kaw); 3. Derrick McClintock (Kaw); 4. Brock Bolling (Kaw); 5. Chris Thorp (Kaw).

60 NOV: 1. Chris Rogers (Kaw); 2. Johner Faulkner (Yam); 3. Austin Jones (Kaw); 4. Jeremy Keiper (Kaw).

60 INT: 1. Chris Gosslar (Yam).

80 F/T: 1. Bryan Matthews (Yam); Sean Talkington (Yam).

80 BEG: 1. Michael Sleeter (Kaw); 2. Brandon Dahlgren (Yam); 3. Steven Wisdom (Kaw); 4. Josh Berges (Kaw); 5. Jason Coleman (Yam).

80 NOV: 1. Mark Tilley (Hon); 2. Sean Hamblin (Yam); 3. Levi Reid (Yam); 4. Oscar Valdez (Yam); 5. Milton Chavez (Yam).

80 INT: 1. Jerry Aleman (Yam); 2. Jiri Dostal (Suz); 3. Bryan McGavran (Yam).

125 BEG D-1: 1. Tad Porter (Yam); 2. Chris Waters (Yam); 3. Danny Montoya (Suz); 4. Colin Eberly (Hon); 5. Chris Sobie (Suz).

125 BEG D-2: 1. Mike Duncan (Hon); 2. Stacy Dreamer (Yam); 3. Ryan Groat (Suz); 4. Jessi Hedland (Suz).

125 INT: 1. Chris Wheeler (Yam); 2. Gabe Bolivar (Yam); 3. Eric Wright (Suz); 4. Eric Schnell (Suz); 5. John Emerson (Yam).

125 NOV D-1: 1. Brian Rodriquez (Yam); 2. Guy Griffin (Yam); 3. Cliff Cook (Yam); 4. Darin Green (Kaw); 5. Jimmie Deever (Hon).

125 NOV D-2: 1. Ryan Carroll (Hon); 2. David Eychaner (Suz); 3. Dan Farrar (Suz); 4. Ken Erb (Kaw); 5. Brian Hoeppner (Hon).

125 PRO: 1. Damon Huffman (Suz); 2. Don Upton (Yam); 3. Greg Schnell (Suz); 4. Craig Decker (Hon); 5. Larry Linkogle (Hon).

250 BEG D-1: 1. David Antillian (Yam); 2. Mike Mottier (Hon); 3. John Bracamonte (Yam); 4. Brian Lamborn (Yam); 5. Tommy Roberts (Yam).

250 BEG D-2: 1. Eric Tomita (Suz); 2. Wesley Turner (Suz); 3. David Nelson (Hon); 4. Ron Bates (Hon); 5. Mike Reiley (Yam).

250 NOV D-1: 1. Dennis Turner (Yam); 2. Ron Gilbert (Yam); 3. Jimmy Deever (Hon); 4. Steve Cox (Hon); 5. Joe Rempp (Hon).

250 NOV D-2: 1. Mark Higham (Yam); 2. Bill Gilbert (Yam); 3. Nick Abato (Yam); 4. Lance White (Yam); 5. David Stanton (Yam).

250 INT: 1. Ty Kady (Suz); 2. Gabe Bolivar (Yam); 3. Travis Roberson (Hon); 4. Jon Zahrt (Yam); 5. Joe Ryan (Yam).

250 PRO: 1. Don Upton (Yam); 2. Anthony Amaradio (Kaw); 3. Craig Canoy (Kaw); 4. Erik Hilton (Yam); 5. Mark Easley (Yam).

500 BEG: 1. John Rohwer (Hon); 2. Shaun Ward (Hon); 3. Dean Brown (Hon); 4. Ken Poitier (Hon); 5. Brian Elliott (Hon).

500 NOV: 1. Alan Kadlec (Hon); 2. Todd Broussard (Kaw); 3. Patrick Veritch (Hon); 4. Greg Verdugo (Hus); 5. Henry Kokosenski (Hon).

500 INT: 1. Chip Rotan (Kaw); 2. Chris Murphy (Hon); 3. Joe Gernandez (Kaw); 4. Garth Milan (ATK); 5. Sterlyn Rigsby (Hon).

500 PRO: 1. Rex Staten (Kaw); 2. Willy Musgrave (Hon).

25+ BEG: 1. David Antillian (Yam); 2. Shane Leypen (Suz); 3. Tim Ryker (Yam); 4. Paul Deaton (Yam) 5. Rob Morel (Kaw).

25+ NOV: 1. Merle Hammer (Yam); 2. Ron Gilbert (Yam); 3. Guy Grilitin (Yam); 4. Eric Beingesser (Yam); 5. Randy Danylo (Kaw).

25+ INT: 1. Kevin Fringer (Kaw); 2. Travis Roberson (Hon); 3. Martin Klossner (Yam); 4. Tom Engel (Hon); 5. David Lynch (Hon).

30+ NOV: 1. Greg Mazzio (Yam); 2. Andrew Smith (Suz); 3. Mike Carr (Hon); 4. Jack Phinn (Yam); 5. Dennis Burns (Kaw).

30+ PRO: 1. Rex Staten (Kaw); 2. Willy Musgrave (Hon).

30+ MSTR: 1. Rod Richardson (Yam); 2. Steve Piattoni (Suz); 3. Tom Engel (Hon); 4. David Sarian (Yam); 5. Ken Erb (Kaw).

35+ NOV: 1. George Spinali (Kaw); 2. Skid Rowe (Hon); 3. Greg Paigan (Hon); 4. Steve Fortune (Yam); 5. Skip Christy (Hon).

35+ INT: 1. Rod Richardson (Yam); 2. Mark Stroup (Yam); 3. Randy Skinner (Suz); 4. Joel Harriott (Yam); 5. Robert Sheldon (Yam).

40+ AM: 1. Rich Hangen (Hon); 2. David Jacobus (Suz); 3. Mark Cook (Yam); 4. Frank Benacka (Hon); 5. Vasek Ulrich (Hon).

40+ MSTR: 1. Carl Gasafy (Hon); 2. Gary Doggett (Hon); 3. Patrick Mullis (Yam).

WMN: 1. Erin Donnelly (Kaw); 2. Stacy Breamer (Yam); 3. Andrea Webb (Yam).

GFI Fall Series: Round 2

Perolio prances to Perris MX win

By Tony Alessi

PERRIS, CA, OCT. 17

Noleen Yamaha rider Shaun Perolio turned in two consistent moto finishes at the second round of the GFI Fall Series, held at Perris Raceway, and was rewarded with the overall win in the 125cc Intermediate class.

The second round drew some 500 riders, all of whom were seeking their share of the considerable manufacturer's contingencies up for grabs.

The starting gate was packed with 25 riders at the start of the opening 125cc Intermediate moto, and when the gate dropped it was Gabe Bolivar who motored off the line with the holeshot ahead of Travis Preston and Tyler King. Bolivar offered little challenge for King or Preston, as both riders swooped past and into the top two positions. Together, the two riders set a blistering pace and began to inch away from Bolivar.

Emerging from the pack after a poor start was Perolio. "I went wide in the first turn and went into some soft dirt that made me lose my momentum," said Perolio, who moved into fifth by the mid-way point in the moto.

Perolio managed to up his pace even further and pass Eric Wright and Bolivar for third. Time ran out for Perolio, however, before he could make a run at the leaders. At the finish line the order was King, Preston and Perolio.

In moto two, Bolivar grabbed his second holeshot of the day and had Eric Schnell and Perolio breathing down his neck. Schnell was riding very aggressively, and found a line that propelled he and his Suzuki 15 feet into the air over a difficult set of double jumps.

"I found a smooth line on the inside of this turn that no one else was taking," said Schnell. "That set me up perfect for the double."

Schnell gained a few feet with each passing lap and finally dove under Bolivar in a sweeper to take over the lead. A lap later, Perolio also passed Bolivar and set out after Schnell.

Perolio pushed Schnell hard during the final laps and it appeared as if Schnell was feeling the pressure. The leader bobbled a few times, but nevertheless held on to score the moto win. It was Perolio's second-place finish, though, that wrapped up the overall win for the Yamaha rider.

"I came here to win both motos today," said Perolio. "But I knew that I had the overall and I just rode smart."

Bolivar returned in the 250cc Intermediate class and waged a private war with Chris Wheeler. Wheeler won the first moto, but Bolivar came back to win the all-important second moto after spoiling a last-ditch pass attempt from Wheeler. Bolivar nabbed the overall win over Wheeler, Ryan Ragland and Chris Cooley. CN

Results

50 BEG: 1. Dane Jackson (Yam); 2. Jimmy Williams (Yam); 3. Christopher Renshaw (Yam); 4. Matthew Thorp (Yam); 5. Jeff Alessi (Yam).

S/STK NOV: 1. Tommy Cochran (Yam); 2. Mike Conner (Yam); 3. Mark Atkins (Yam); 4. Mike Alessi (Yam); 5. Kyle Foltz (Yam).

S/STK EX: 1. Justin Lavoie (Yam); 2. Chad Munn (Yam); 3. Tyson Talkington (Yam); 4. Daniel Taft (Yam); 5. Justin Munyon (Yam).

50 STK NOV: 1. Brett Mountain (Yam); 2. Aron Tomota (Yam); 3. Mike Alessi (Yam).

50 MOD NOV: 1. Tommy Cochran (Yam); 2. Mike Alessi (Yam); 3. Justin Wilson (Yam); 4. Mark Atkins (Yam); 5. Dallas Peick (Yam).

MOD EX: 1. Johner Faulkner (Yam); 2. Bryan Matthews (Yam); 3. Charlie Jenkins (Yam); 4. Chad Munn (Yam); 5. Daniel Taft (Yam).

60 F/T: 1. Brett Mountain (Kaw); 2. Aron Tometa (Kaw).

60 BEG: 1. David Sullins (Kaw); 2. Brock Bolling (Kaw); 3. Derrick McClintock (Kaw); 4. Tyson Davis (Kaw); 5. Cody Stuart (Hon).

60 NOV: 1. Ross Garcia (Kaw); 2. Dustin Wilson (Kaw); 3. Chris Rogers (Kaw); 4. Johner Faulkner (Kaw); 5. Brian Hulsey (Kaw).

80 F/T: 1. Charlie Ferrucci (Kaw).

80 BEG: 1. Steve Wisdom (Kaw); 2. Josh Borges (Kaw); 3. Chris Panek (Yam); 4. Brandon Dahlgren (Yam); 5. Nathan Jones (Yam).

80 NOV: 1. Mark Tilley (Hon); 2. Sean Hamblin (Yam); 3. Oscar Valdez II (Yam); 4. Newcomer (Hon); 5. Milton Chavez (Yam).

80 INT: 1. Jiri Dostal (Suz); 2. Jerry Aleman (Yam); 3. Billy Payne (Kaw); 4. Bryan McGavran Yam); 5. Chris Gosselar (Kaw).

125 BEG DIV 1: 1. Chris Waters (Yam); 2. Pete Roles (Suz); 3. Richie Holt (Suz); 4. Danny Montoya (Suz); 5. Mark Carlstrom (Kaw).

125 BEG DIV 2: 1. Michael Crane (Suz); 2. Eddie Nichols (Hon); 3. Brian Reichel (Suz); 4. Mike Tandy (Kaw); 5. Stacy Bremner (Yam).

125 NOV DIV 1: 1. Tim Beatty (Yam); 2. Ryan Carroll (Hon); 3. Darrin Green (Kaw); 4. Steve Wambolt (Yam); 5. Jimmie Deever (Hon).

125 NOV DIV 2: 1. John Nelson (Yam); 2. Andy Kyler (Hon); 3. Tore Amato (Hon); 4. Joe Spisak (Hon); 5. Glenn Branson (Suz).

125 INT: 1. Shaun Perolio (Yam); 2. Gabe Bolivar (Yam); 3. Eric Schnell (Suz); 4. Jeff Willoh (Kaw); 5. Tyler King (Kaw).

125 PRO: 1. Craig Decker (Hon); 2. Donald Upton (Yam); 3. Greg Schnell (Suz); 4. Larry Linkogle (Hon); 5. Ray Hensley (Hon).

250 BEG: 1. Mike Wilson (Kaw); 2. Mike Motter (Hon): 3. Bryan Lamborn (Yam); 4. John Bracamonte (Yam); 5. Carlos Campillo (Yam).

250 NOV DIV 1: 1. David Antillon (Yam); 2. Jimmie Deever (Hon); 3. Ron Gilbert (Yam); 4. Dennis Turner (Yam); 5. Anthony Hadsall (Hon).

250 NOV DIV 2: 1. Cory Austin (Yam); 2. CT Watanabe (Yam); 3. Kevin Durling (Hon); 4. Mike Hullen (Yam); 5. Lance White (Yam).

250 INT: 1. Gabe Bolivar (Yam); 2. Chris Wheeler (Yam); 3. Ryan Ragland (Suz); 4. Chris Cooley (Yam); 5. Chip Rotan (Kaw).

250 PRO: 1. Don Upton (Yam); 2. Greg Schnell (Suz); 3. Craig Canoy (Kaw); 4. Larry Linkogle (Hon); 5. Craig Davis (Hon).

500 BEG: 1. John Rohwer (Hon); 2. Brian Elliott (Hon); 3. Ryan Grooman (Kaw); 4. Shaun Ward (Kaw).

500 NOV: 1. Alan Kadlec (Hon); 2. Todd Broussard (Kaw); 3. Steve Reevs (ATK); 4. Brad Sloan (Hon); 5. Greg Verdugo (Hus).

500 INT: 1. Chip Rotan (Kaw); 2. Joe Fernandez (Kaw); 3. Kelly Pichel (Kaw); 4. Sterlyn Rigsby (Hon).

+25 BEG: 1. Jeff Henderson (Suz); 2. Chris Waters (Yam); 3. Shane Leyden (Suz); 3. Rob Morel (Kaw); 5. Jeff Fish (Yam).

+25 NOV: 1. David Antillon (Yam); 2. Eric Beingesser (Yam); 3. Eric Marton (Yam); 4. Guy Giffin (Yam); 5. Merle Hammer (Yam).

+25 INT: 1. Martin Klossner (Yam); 2. Travis Robertson (Hon); 3. Eddie Davis (Yam); 4. Andrew Reynolds (Hon); 5. Johnny Posca (Hon).

+30 NOV DIV 1: 1. Stan Galvez (Yam); 2. Mike Carr (Hon); 3. Bobby Doty (Kaw); 4. Chris Corum (Hon); 5. Greg Mazzio (Yam).

+30 NOV DIV 2: 1. John Ortiz (Yam); 2. Mike Marion (Hon); 3. Paul Ikeda (Hon); 4. Carlos Johnson (Yam); 5. Mark Wheat (Hon).

+30 MSTR: 1. Rod Richardson (Yam); 2. David Lynch (Hon); 3. Randy Skinner (Suz); 4. Larry Baker (Yam); 5. Donny Sievertson (Yam).

+30 PRO: 1. Willy Musgrave (Hon); 2. Jon Nelson (Yam); 3. Gary Doggett (Hon).

+35 NOV: 1. Giovanni Spinali (Kaw); 2. Brad Sloan (Hon); 3. Steve Fortune (Yam); 4. Skid Rowe (Hon); 5. Skip Christy (Hon).

+35 INT: 1. Rod Richardson (Yam); 2. Robert Sheldon (Yam); 3. Jim Diyorio (Yam); 4. Joel Harriott (Yam); 5. Jim Hanson (Hon).

+40 AM: 1. Rich Hansen (Hon); 2. Karl Scanlon (Yam); 3. Vasek Ulrich (Yam).

+40 MSTR: 1. Gary Doggett (Hon); 2. Patrick Mullis (Yam); 3. Mike Marion (Hon); 4. Steve Clark (Kaw).

WMN: 1. Cynthia Cole (Suz); 2. Stacy Bremner (Yam): 3. Jodi Hollow (Suz); 4. Lydia Couch (Yam).

Schellenberger shocks 'em at Burleson Motocross

By A. Phee

BURLESON, TX, OCT. 10

Round one of the GNC Top Texan Series took place at Burleson Motocross Park, just south of Ft. Worth. Roy Schellenberger captured both the 125 and 250cc expert classes with a four-moto sweep.

The 125cc Expert class got started with Brad Woolsey holeshotting the first moto. Kaylom Young gated second while Schellenberger gated third. Schellenberger was on the move on the first lap as he passed Young over the big double, and Woolsey over the finish-line jump. Schellenberger continued to extend his lead over Woolsey and took the win. Young dropped back to fifth on the second lap when he bobbled in the supercross whoop section. T.J. Patel and Mike Peacock moved up to third and fourth positions respectively, which set the finishing order for the first moto.

Young holeshot the second moto with Schellenberger a close second and Woolsey third. Three turns later, Young overshot the corner, and both Schellenberger and Woolsey got by. The first two places were now set while the race for third between Young, Patel and Peacock would provide the most entertainment in the second moto. The battle heated up when Young again bobbled in the supercross whoop section, allowing Patel and Peacock to close in. All three riders were separated by less than a tenth of a second, with no one gaining a clear advantage. Young, Patel, and Peacock continued to bang handlebars right up to the last lap, when Young had trouble negotiating the whoop section for the third time, giving Patel the opportunity to make a serious charge for third place. Peacock had crashed out on the last lap while challenging for fourth, and Patel came up just short of taking third place from Young. At the finish it was Yamaha-mounted Schellenberger taking first, Woolsey in second and Young in third.

The 250cc Expert class was combined with the 250cc Intermediates, so the start would be extremely important for the Experts. Schellenberger holeshot the first moto with Young gaining second. As the moto wound down, Schellenberger pulled away with relative ease to win the first moto handily over Young. Perry Reeder and John Schultz overcame bad starts to finish third and fourth, respectively.

The second moto had Young gating first with Schellenberger in second, but Schellenberger would have none of second place as he drove around Young in the second turn on the opening lap. Schultz was circulating in third after another poor start. Schellenberger used the opening laps to distance himself from Young and had an 11-second lead by the third lap. Schellenberger cruised to an easy win and the overall victory while Young was all alone in second place, and Schultz rounded out the top three.

Results

50: 1. Cody Dickey (Yam); 2. Brandon Thompson (Yam); 3. Chris Warwick (Yam); 4. Joshua Tuttle (Yam); 5. Andi Franks (Yam).

50 STK: 1. Michael Hodges (Yam); 2. Andrew Jansing (Yam); 3. Mark Dohoney (Yam); 4. C.T Dickey (Yam); 5. Wesley Howard (Yam).

50 MOD: 1. Cody Dickey (Yam); 2. Brandon Thompson (Yam); 3. Chris Warwick (Yam); 4. Joshua Tuttle (Yam); 5. Andi Franks (Yam).

60: 1. Dusty Fountain (Kaw); 2. Josh Bridges (Kaw); 3. Chase Reed (Kaw); 4. Blake Thompson (Kaw); 5. Matt Hunter (Kaw).

80 BEG: 1. Matt Minyard (Kaw); 2. Blake Fannin (Kaw); 3. Brad Vaughn (Kaw); 4. Jimmy McGraw (Kaw); 5. Rob Keith (Kaw).

80 JR (7-11): 1. Beau Boynton (Suz); 2. Dusty Fountain (Kaw); 3. Jake Jones (Kaw); 4. Adam Mennenga (Suz); 5. Barry Otts (Suz).

80 SR (12-13): 1. Jesus Marquez (Kaw); 2. Ryan Wallace (Kaw); 3. Rod Scholting; 4. Michael Brock (Yam); 5. Matt Lineman (Kaw).

80 SR (14-16): 1. Caleb Leath (Kaw); 2. Charley Bogard (Suz); 3. Allen Davis (Kaw); 4. Daniel Patton (Kaw).

80 OPEN: 1. Charley Bogard (Kaw); 2. Caleb Leath (Kaw); 3. Beau Boynton (Suz); 4. Allen Davis (Kaw); 5. Daniel Patton (Kaw).

125 BEG: 1. John Sheffield (Kaw); 2. Brian Smith (Hon); 3. Jeff Griggs (Kaw); 4. Jerry Buerger (Suz); 5. Bobby Griggs (Kaw).

125 NOV: 1. Chris Torrance (Suz); 2. Jay Grimm (Suz); 3. Ross Dhayer (Suz); 4. Trip Samples (Kaw); 5. Ken Smith (Kaw).

125 INT: 1. Billy Akers (Suz); 2. Michael Gage (Suz); 3. David Widmer (Kaw); 4. P.J. Kerr (Suz); 5. Dennis Bonner (Kaw).

125 EX: 1. Roy Schellenberger (Yam); 2. Brad Woolsey (Kaw); 3. T.J. Patel (Hon); 4. Kaylom Young (Kaw); 5. Mike Peacock (Kaw).

125 OPEN: 1. Billy Akers (Suz); 2. Dennis Bonner (Kaw); 3. Travis Spann (Suz); 4. P.J. Kerr (Suz); 5. Chris Torrance (Suz).

250 OPEN BEG: 1. Steven Nowack (Kaw); 2. Brian Smith (Suz); 3. Bane Bonner (Suz); 4. David Howard (Kaw); 5. John Willis (Hon).

250 NOV: 1. Shawn Shields (Kaw); 2. Geoff Jackson (Hon); 3. Tim Taylor (Hon); 4. Tommy Dickey (Hon); 5. John Dragna (Hon).

250 INT: 1. Mike Boliver (Kaw); 2. Jeff Long (Yam); 3. Jeff Case (Hon); 4. Sprint Haynes (Kaw); 5. Randy Denby (Kaw).

250 EX: 1. Roy Schellenberger (Yam); 2. Kaylom Young (Kaw); 3. John Schultz (Kaw); 4. Perry Reeder (Kaw).

250 OPEN: 1. Sprint Haynes (Kaw); 2. Randy Denby (Kaw); 3. Geoff Jackson (Hon); 4. John Dragna (Hon); 5. Tom McLaughlin (Hon).

500 OPEN: 1. Ray Jennings (Yam); 2. James Stainton (Kaw); 3. Hank Hodes (Kaw); 4. Ed Hayes (Kaw); 5. Kelly Fleetwood (Kaw).

0-25 NOV: 1. Jeff Case (Hon); 2. Ray Jennings (Yam); 3. Russell Brown (Kaw); 4. Scott Latta (Hon); 5. Hank Hodes (Kaw).

0-25 EX: 1. Jeff Bailey (Kaw); 2. Willie Phee (Hon); 3. Chris Pritchett (Kaw); 4. Hunter Carothers (Kaw); 5. Jeff Long (Kaw).

0-30 NOV: 1. Mike Partain (Yam); 2. Mike Satterfield (Kaw); 3. Sean Knaack (Yam); 4. Ed Hays (Kaw); 5. Duane Miller (Kaw).

0-30 INT: 1. Cam Potter (Kaw); 2. Russell Brown (Kaw); 3. Steve McCombs (Yam); 4. Tom Ray (Kaw); 5. Hank Hodes (Kaw).

0-30 EX: 1. Willie Phee (Hon); 2. Billy Smith (Hon); 3. Hunter Carothers (Hon); 4. Tony Watkins (Hon); 5. Dave Ausbrook (Kaw).

40+: 1. Gary Beam (Kaw); 2. Kinnie McGraw (KTM); 3. Darrell Bishop (Kaw); 4. Ed Abbott (Hon); 5. Bill Kasson (Yam).

Gabe Bolivar (248), Tyler King (46) and Chuck Wheeler (58) battled at Perris MX.

Ray, Swink jam at Marion County

By Kyle Myers

REDDICK, FL, OCT. 10

Eddie Ray and Brian Swink topped their repective classes at round four of the AMA/Worldsports Florida Gold Cup Series at Motocross of Marion County.

As the 250cc B class left the line, Kennett Jones led the way with Ray, Tim Ealy, Jeff Neilander and Paul Dresback in pursuit. Neilander quickly passed Ealy, while Jones added to his lead. Ray then bobbled, moving Neilander and Ealy by. Jones, fresh off a mini bike, lost control of the Honda CR250 and crashed, giving Neilander the point position. Dresback out-braked Ealy going into a turn, as Rodney Reber moved into fifth. Jones remounted in the sixth spot and railed around Reber in the sweeper, then overtook Ealy on a jump. Neilander now enjoyed a huge lead over Ray. On the last lap, Jones dove underneath Dresback in a turn to take over third. At the checkered flag it was Neilander with the win over Ray, Jones, Dresback and Ealy.

The second moto saw Ealy rip the start aheard of Ray, Dresback, Neilander and Reber. Ray flew by Ealy on the finish-line tabletop as he opened up a four second-advantage. Positions would stay the same with Ray posting a 2-1 for the overall over Early, Dresback, Neilander and Reber.

When the Pro class was called to the gate the spectators lined the fences to see local factory Suzuki rider Brian Swink (who drove the whole two miles to race) battle the Reddick supercross-style course. Swink didn't let his fans down as he rocketed into the lead. Gene Naumec, Ernie Millan, Andre Pene and Josh Latina gave chase. Swink quickly pulled a four-second lead on the seven-rider field, while Millan, Pene, Latina and Travis Blackburn fought for third. Blackburn first passed Latina, then overpowered Pene who was on the only 125cc bike in the field. At the finish, Swink held on for the easy win over Naumec, Millan, Blackburn and Pene.

Swink again led the pack around the track in moto two. This time, Millan, Blackburn, Latina and Naumec dodged his roost. Swink once again disappeared from his rivals on his Suzuki/Scott/BEll/TroyLee/Dunlop/Jugs Clothes/Air Walk shoes/S.B.Racing/Suzuki of Ocala Rm250. Millan then bobbled as Blackburn and Latina shot by. Latina then crashed, while Naumec closed in on Millan. Naumec squeezed by Millan in the "S" turns, as Latina charged up from his fall. With one lap to go, Naumec tried to catch Blackburn, but time ran out. Swink took the second moto and overall with Blackburn, Naumec, Millan and Latina rounding out the top five positions.

Results

P/W: 1. Kyle Williamson (Yam); 2. Barrett Smith (Yam); 3. Justin Holstein (Yam); 4. Jeff Moore (Yam); 5. Jason Wood (Yam).

65: 1. James Stewart (Kaw); 2. Jeremy McDow (Kaw); 3. Chaz Northey (Kaw); 4. Troy Adams (Kaw); 5. Darren Fortin (Kaw).

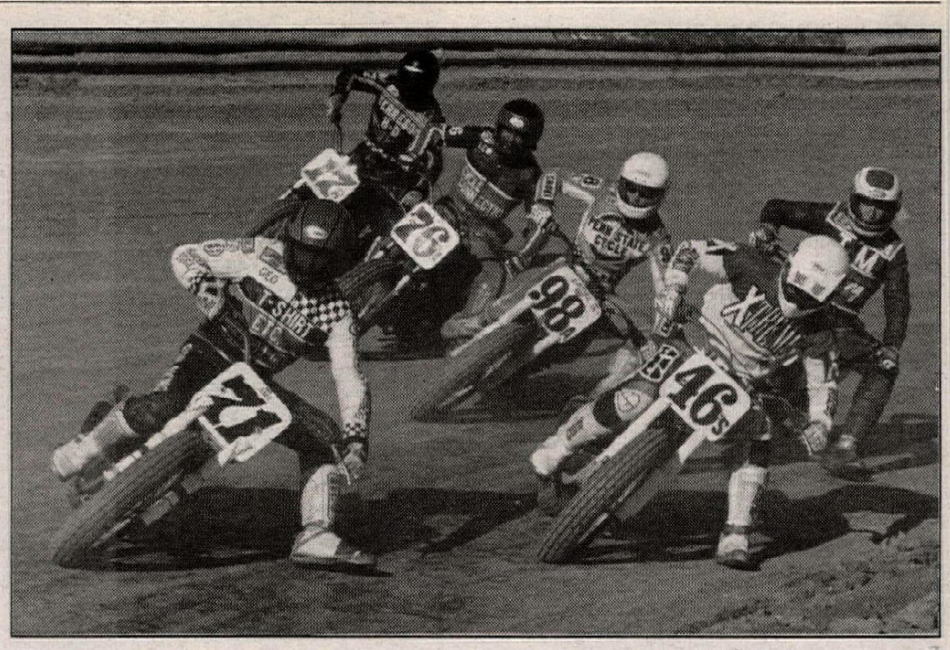
85 (7-11): 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Clinton Shealy (Kaw); 4. Matt Johnson (Kaw); 5. Aaron Perkins (Suz).

85 (12-13): 1. Jason Thomas (Kaw); 2. Jeremy Shuttleworth (Kaw); 3. Andrei Boloni (Suz); 4. Ray Hansen (Kaw); 5. Scott Moore (Kaw).

85 (14-15): 1. Jarret Tipping (Suz); 2. Adam Rake (Kaw); 3. Ronnie Renner (Yam); 4. Scott McGuigan (Hon); 5. Matt Kraichely (Kaw).

EVENTS

Joe O'Hara (184L) chased Chris Blanton (148L) at the Glen Helen Grand Prix.



Georgie Price (71) and Kevin Varnes (98A) finished 1-2 at Trail-Way Speedway.

S/MINI: 1. Jason Thomas (Kaw); 2. Adam Rake (Kaw); 3. Ray Hansen (Kaw); 4. Matt Walker (Kaw); 5. Kyle Farnell (Yam).

125 A: 1. Josh Latina (Kaw); 2. Andre Pene (Suz); 3. Joey Pratt (Suz).

125 B: 1. Jarrett Tipping (Suz); 2. Mike Lampe (Suz); 3. Sean Avera (Suz); 4. Chris Manning (Suz); 5. Ken Jones (Hon).

125 C: 1. Erik Claisse (Suz); 2. Ryan MacNeal (Kaw); 3. Simon Hallet (Suz); 4. Lee Burgess (Kaw); 5. James Joiner (Hon).

125 BEG: 1. Jeremy Hunter (Hon); 2. Dan Sallas (Kaw); 3. Louis Maurette (Hon); 4. David Guston (Hon); 5. Dan Risner (Suz).

PRO OPEN: 1. Brian Swink (Suz); 2. Gene Naumec (Yam); 3. Travis Blackburn (Kaw); 4. Ernie Millan (Hon); 5. Andre Pene (Suz).

250 A: 1. Alan Andreu (Yam); 2. Gene Naumec (Yam); 3. Travis Blackburn (Kaw); 4. Ernie Millan (Hon); 5. Ricky Hampshire (Suz).

250 B: 1. Eddie Ray (Kaw); 2. Jeff Neilander (Hon); 3. Tim Ealy (Suz); 4. Paul Dresback (Suz); 5. Ken Jones (Hon).

250 C: 1. John Sheffey (Suz); 2. Chris Kauffman (Hon); 3. Lee Tathan (Yam); 4. Kyle Kopachik (Hon); 5. Chris Nelson (Yam).

250 BEG: 1. Rich Foley (Hon); 2. Chris Dewyngaert (Hon); 3. Andy Brose (Hon); 4. Vance Fowler (Suz); 5. Ricky Allenbaugh (Yam).

12-15: 1. Jarrett Tipping (Suz); 2. Mack Perry (Suz); 3. Ken Jones (Hon); 4. Billy Wood (Suz); 5. Sean Avera (Suz).

16-24: 1. Scott Davis (Hon); 2. Jason Sybert (Hon); 3. Robert Tomlinsen (Suz); 4. Jeff Neilander (Hon); 5. Gary Allred (Hon).

25+: 1. Alan Andreu (Yam); 2. Wyn Kern (Kaw); 3. Jeff Lampe (Suz); 4. Jon Ortner (Kaw); 5. Lee Ilvaine (Yam).

30+: 1. Alan Andreu (Yam); 2. Wyn Kerm (Kaw); 3. Jon Ortner (Kaw); 4. Tim Ealy (Suz); 5. Phil Page (Yam).

40+: 1. Woody Strickland (Yam); 2. Tom Bragg (Hon); 3. Ken Brown (Yam); 4. Charles Kiesel (Kaw); 5. Ike Dejager (Hon).

WMN: 1. Gina Perry (Hon); 2. Beth Rewis (Kaw); 3. Tracy Moore (Hon); 4. Kim Brown (Hon); 5. Dean Joiner (Kaw).

OPEN NOV: 1. Mike Amedeo (Kaw); 2. Mike Bragg (Hon); 3. Stan Owens (Kaw); 4. Aramando Carrasquillo (Hon); 5. Davis McPherson (Hon).

Thompson guns 'em down at Glen Helen Grand Prix

By Scott Hoffman

SAN BERNADINO, CA, OCT. 10

Mini rider Chris Thompson overcame repeated crashes to take the victory in the 80cc Novice class during California Racing Club's Gremlin Grand Prix at Glen Helen OHV Park.

At the start of the grueling 45-minute race it quickly turned into a two-way battle between Kawasaki riders Thompson and Shawn Mitchell. Thompson had the early lead as the two riders went at it. Thompson seemed to be the faster of the two riders, but crashes plagued him during the race. Thompson first went down during the opening lap, but managed to get back into the race quickly. Thompson reeled in Mitchell and re-took the lead. As the two riders jockeyed for the top spot, disaster struck Thompson for the second time; just past the halfway point he crashed again.

The race seemed to be in the bag for Mitchell as the time kept ticking away. Thompson's persistence endured, and he raced to take the lead away from Mitchell. On the last lap the race really started to heat up. Thompson led Mitchell going into the back section, but when the riders emerged from the back, Mitchell held the front spot. Thompson was not ready to give up what he worked so hard for as the race literally came down to the wire. Mitchell was leading going through the last turn of the race, but the problem was that the double jump, which Thompson was capable of clearing, was the only obstacle between the riders and the finish. Thompson pulled out all of the stops and jumped past Mitchell to take the lead and the win. Mitchell had to settle for second as Joel Nelson rounded out third.

In the 250cc Intermediate class, Kawasaki-mounted Jeff Ratzloff rode an impressive race to take the victory. Ratzloff managed to pilot his '94 KX to the lead past the entire field of Intermediates and Pros. Loren Jenkins and Everret rounded out the top three spots in the 250cc class.

Results

P/W A: 1. Blake Mitchell (Yam); 2. Ryan Barden (Yam).

P/W B-1: 1. Travis Barden (Yam); 2. R.J. Early (Yam); 3. Eric Hunter (Yam); 4. Cherish McDowell (Yam).

P/W B-2: 1. Carson Mullin (Yam); 2. Ricky Hemme (Yam); 3. Ryan Rash (Yam); 4. Ryan Gagnon (Yam); 5. Matthew Tedder Jr. (Yam).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Shane Smith (Kaw); 3. Blake Mitchell (Kaw); 4. Broc Harmon (Kaw).

60 (9-11): 1. Nick Moore (Kaw).

80 BEG: 1. Ryan Dudek (Yam); 2. Ryan Prunty (Suz); 3. Joshua P. Coffey (Kaw); 4. Jay Schreffler (Yam); 5. Cory Daly (Kaw).

80 NOV: 1. Chris Thompson (Kaw); 2. Shaun Mitchell (Kaw); 3. Joel Nelson (Yam); 4. Kevin Townsend (Yam); 5. Todd Gosselaar (Yam).

80 EX: 1. Lanny Turner (Suz).

B/W: 1. Steve Saul (Kaw).

125 BEG: 1. Bob Hausman (Hon); 2. Jamie Pamintuan (Suz); 3. Dave Rasmussen (Kaw); 4. Brian Sherred (Yam); 5. Nick Buffs (Kaw).

125 NOV: 1. Dean Oscander (Suz); 2. Tony Green (Kaw); 3. Chris Yeager (Yam); 4. Kevin Jackson (Hon); 5. Joe O'Hara (Hon).

125 INT: 1. Tracy Asher (Suz).

250 BEG: 1. Keith Stoodley (Hon); 2. Matt Chapman (Hon); 4. Rob Parsons (Yam); 5. Dave Fenton (Suz).

250 NOV: 1. Scott Dolphin (Yam); 2. Gavin Nimma (Yam); 3. John Dean (Suz).

250 INT: 1. Jeff Ratzloff (Kaw); 2. Loren Jenkins (Hon); 3. Everret Neal (Yam).

500 BEG: 1. Mike Nichols (Hon); 2. Chris Tonoli (Hon).

500 NOV: 1. Rick O'Donnell (Hon); 2. Rick Elliott.

500 INT: 1. Karl Allen (Hon).

500 PRO: 1. Will Dickson (Kaw).

JR VET BEG: 1. Steve Hill (Kaw); 2. Chris Grandpre (Kaw); 3. Jerry Pontius (Hon); 4. Lee Saul (Cag); 5. Todd Ferguson (Yam).

JR VET NOV: 1. Daniel Cleveland (Yam); 2. Scot Pemberton (Yam); 3. Randy Wilkins (KTM); 4. Chuck Dodson (Suz).

JR VET INT: 1. Matthew Tedder (Hon); 2. Neal Everret (Yam); 3. Scott Murphy (Hus); 4. John Keefer.

VET BEG: 1. Chris Grandpre (Kaw); 2. Chris Drewes (Yam); 3. Eric Howard (Hon); 4. Mike Piscitelli (Hon); 5. Mike Roth (Hon).

VET NOV: 1. Mike Wismer (Hon); 2. Billy Womack (Suz); 3. David Mullen (Hon); 4. Steve Schrobsdorf (Yam); 5. Bill Winserning (Yam).

VET INT: 1. Leo Saul (Suz); 2. Tom Schroeder (Yam).

VET EX: 1. Brent Wallingsford (Kaw); 2. Kenny Neitzel (Kaw); 3. Jerome Gibson.

SR BEG: 1. Rick Early (Hon); 2. Vern Guggenmos (Hon).

SR NOV: 1. Chris Schlickenmeyer (Hon); 2. Charles Howell (Yam).

SR INT: 1. Don Wallingsford (Kaw); 2. Gary Egloff (Hon); 3. David Neal (Yam).

SR EX 1. Ken Renaux (Hon).

OT AM: 1. Bob Sherred; 2. John Chapman; 3. Vern Buwalda; 4. Jack Sabine.

OT NOV: 1. John Craft.

OT EX: 1. Mike Chesbro; 2. Doug Rodriguez; 3. Jim Smith.

OT MSTR: 1. Bill Carr.

TEAM I/M MINI: 1. Blake Mitchell.

TEAM I/M: 1. Scott Murphy; 2. Mark Allen; 3. Keith Katz.

TEAM 60/80: 1. Shaun Mitchell/Chris Thompson; 2. Shane Mitchell/Todd Gosselaar.

TEAM NOV: 1. Scott Hoffman/Jeff Kiehl; 2. Chris Yeager/Kevin Jackson; 3. Ray Groom/Rick Sowma; 4. Ross Hoecker/Ron Northrup.

TEAM INT: 1. Cole Gress/Mike Maute.

VINT: 1. Gary Egloff (Yam); 2. Ken Greene (CZ); 3. Tim Clark; 4. Phil Zellmer (CZ); 5. Chris Frei (Hon).

DECADE: 1. Jason Trubey (Suz); 2. Monte Pritchett (Hon).

Allen upsets National riders at Putnam Road Race

By Larry Lawrence

MT. MERIDIAN, IN, OCT. 10

Suzuki contingency money attracted a few of WERA's best Superstock racers to the final WERA race of the season in the north Central region at Putnam Park, but local rider Lanny Allen showed the more established stars that the home-track advantage can be hard to overcome. Allen, riding a Honda CBR600, won three expert races during the weekend, including the C Superstock race.

Suzuki rider's Kevin Rentzell and Steve Patterson pulled to the starting grid of the C Superstock final with every intention of winning the $500 first place prize money Suzuki was offering for the class. Rentzell and Patterson would have to deal with Putnam regulars Allen and his fast endurance teammate Reuben Frankenfield, both on Hondas.

Allen took the lead from the start. Rentzell and Frankenfield were close behind in the battle for second while Patterson moved up to fourth. Allen was riding in his normal aggressive style, not so much riding the track as attacking it. At the finish, Allen held a comfortable lead. Patterson got past Rentzell but could not deal with the advantage of Frankenfield's machine and knowledge of the track. Despite not running for money like the Suzuki riders were, Allen still felt like he had something to prove.

"I don't care that these guys are running for money. I'm not going to move over for anyone. Just because these guys win races all over the country doesn't mean that they are going to have an easy time here (at Putnam Park)," Allen said. "It proves that there are some very fast racers in this part of the country."

Allen also won the C Superbike race and Saturday's Mediumweight 50-Miler on his Honda. Ray Litton passed Geoffrey Wilson on the final lap to win the Heavyweight 50- Mile race.

Canadian Frank Wilson was the dominant Novice rider on the day. Wilson was virtually unbeatable in the North Central Region this season, and his remarkable year continued as he won all five races that he entered, finishing well up among the Experts in the combined races.

"I'm looking forward to going to Road Atlanta this year," Wilson said. "It will be fun to see how I stack up against the riders from other parts of the country."

Other multiple winners for the weekend included Expert Eric Smith and Novice Richard Breeding.

Results

A S/STK EX: 1. Kevin Rentzell (Suz); 2. Brian Lantz (Suz); 3. Nick Morehouse (Kaw); 4. Scott Kocan (Kaw); 5. Ward Cook (Suz).

B S/STK EX: 1. Steve Patterson (Suz); 2. Kevin Rentzell (Suz); 3. Lanny Allen (Hon); 4. Brian Lantz (Suz); 5. Mark Junge (Suz).

C S/STK EX: 1. Lanny Allen (Hon); 2. Reuben Frankenfield (Hon); 3. Steve Patterson (Suz); 4. Kevin Rentzell (Suz); 5. Ramon Vasquez Jr. (Hon).

A PROD NOV: 1. Frank Wilson (Yam); 2. David Young (Suz); 3. Ray Litton (Kaw); 4. Darren Young (Hon); 5. James Gentry (Suz).

B PROD NOV: 1. Frank Wilson (Yam); 2. Kenneth Melville (Yam); 3. Ray Litton (Kaw); 4. Russell Masecar (Hon); 5. Darren Young (Hon).

C PROD NOV: 1. Frank Wilson (Yam); 2. Kenneth Melville (Yam); 3. Scott McFadden (Hon); 4. Russell Masecar (Hon); 5. Darren Young (Hon).

D PROD NOV: 1. Jim Vancil (Yam); 2. Richard Breeding (Yam); 3. Douglas Blish (Yam); 4. Derek Mortland (Yam); 5. Chuck Kocan (Hon).

F-1 EX: 1. Eric Smith (Hon); 2. Brian Lantz (Suz); 3. Geoffrey Wilson (Suz); 4. Andrew Perkins (Hon); 5. Keith Badger (Hon).

F-1 NOV: 1. Daniel Bailey (Kaw); 2. Steve Doolin (Suz); 3. Gary Horton (Suz); 4. Darren Lundsford (Suz); 5. Donald Wade (Kaw).

F-2 EX: 1. Andrew Perkins (Hon); 2. Patrick Mullen (Yam); 3. Nick Hayden (Yam); 4. Mark Patznick (Hon); 5. Joseph Kniesly (Yam).

F-2 NOV: 1. Richard Breeding (Yam); 2. David Sweeney (Yam); 3. Douglas Blish (Yam); 4. Jim Vancil (Yam); 5. Scott Johnston (Yam).

F-CLBMN EX: 1. Steve Heilman (Hon); 2. Chris Demopoulos (Yam); 3. Donald Fine (Suz); 4. Richard Oldakowski (Yam); 5. Richard Dorfmeyer (Hon).

B S/BK EX: 1. Eric Smith (Suz); 2. Keith Badger (Hon); 3. Lanny Allen (Hon); 4. Brian Lantz (Suz); 5. Daniel Lowry Jr. (Suz).

B S/BK NOV: 1. Frank Wilson (Yam); 2. David Young (Suz); 3. Dave Goldberg (Hon); 4. Darren Lundsford (Suz); 5. Bryce Robison (Suz).

C S/BK EX: 1. Lanny Allen (Hon); 2. Eric Smith (Hon); 3. Reuben Frankenfield (Hon); 4. Ramon Vasquez, Jr. (Hon); 5. William Sweeney (Yam).

C S/BK NOV: 1. Frank Wilson (Yam); 2. Kenneth Melville (Yam); 3. Russell Masecar (Hon); 4. Daniel Bailey (Yam); 5. Darren Young (Hon).

D S/BK EX: 1. Patrick Mullen (Yam); 2. Mark Patznick (Hon); 3. Paul Black (Yam); 4. Joseph Kniesly (Yam); 5. Harold Wilson (Kaw).

D S/BK NOV: 1. Richard Breeding (Yam); 2. Jim Vancil (Yam); 3. David Sweeney (Yam); 4. Douglas Blish (Yam); 5. Babriel Craigmile (Hon).

UL TW EX: 1. Nick Hayden (Hon); 2. Mark Patznick (Kaw); 3. Donald Fine (Suz); 4. Harold Wilson (Kaw); 5. Richard Oldakawski (Yam).

UL TW NOV: 1. Scott Martin (Hon); 2. Nancy Dewar (Hon); 3. John Whittenburg (Hon); 4. Troy Leiphart (Hon); 5. Gabriel Craigmile (Hon).

H/W 50-MILER: 1. Ray Litton (Kaw); 2. Geoffrey Wilson (Suz); 3. Brian Lantz (Suz); 4. David Young (Suz); 5. Scott Kocan (Kaw).

M/W 50-MILER: 1. Lanny Allen (Hon); 2. Reuben Frankenfield (Hon); 3. Ramon Vasquez Jr. (Hon); 4. Scott McFadden (Hon); 5. Kenneth Melville (Hon).

VINT-2: 1. Roger Sperling (BSA); 2. William Murar (Yam); 3. Don Henry (Hon).

VINT-3: 1. Ted Robinson (Tri); 2. Mike Gleason (Yam); 3. Roger Sperling (BSA); 4. Hannes Boehmer (Yam); 5. Bob Stanley (Hon).

VINT-4: 1. Rich Oldakowski (Yam); 2. Ted Robinson (Tri); 3. Mike Gleason; 4. Doug Choate (Tri); 5. John Soliday (Hon).

VINT-5: 1. Rich Oldakowski (Yam); 2. Jay McMakin (Yam); 3. John Soliday (Hon).

Price is right for wins at Trail-Way Short Track

By Len Breech

HANOVER, PA, OCT. 3

After puncturing the fuel tank on his grandfather's van with his loading ramp, Georgie Price made amends and some money for a new tank by taking the 600cc Pro and newly added Sportsman classes at Trail-Way Speedway. Also taking a pair of wins teammates Warren Diem in the 600cc A and Veteran classes and Tom Skethway in the 200cc and 250cc B classes.

The Sportsman class was added so the hot A riders could run against the Pros, which normally run their own class. The lineups were very similar. The Sportsman had Price putting his T-Shirts Inc./Dorsey Builders/South Jersey Speed Shop-sponsored Rotax in front of Kevin Varnes, Rob Majeski and Jim Hollister. Majeski took second on the second lap as he and Varnes battled over second and Varnes displaced Majeski on the sixth lap. Off a complete restart after two laps, Price again grabbed the lead from Majeski and Varnes. While the front three stayed very close, another close battle over fourth developed between Chuck Buchanan, Eddie Hidden and Gary Clark, with Hidden finally taking control on the sixth lap.

Diem also grabbed the lead in both of his finals, with Miller, Wherley and White trailing. At the start of the second lap, White took second, with Tom Majeski third. After battling White for second, Majeski took second on the fifth lap.

The 600cc A final had Wherley, Majeski and Winsett, Majeski taking second off turn two on the second lap, while Winsett got into a heated battle with Lynch, Libhart and Wherley. Winsett came out on top.

Todd Winsett regained his winning ways, taking the 250cc A final from Paul Lynch while Clarence Bull again took the 750cc A final. Brian Eckhart made his first start in several years winning one as he took the Rabbi Racing/Jim Hollister Rotax to a win in the 600cc B class. The minis had Brian Phillips taking the 55cc (4-6), while Danny Guiseppe took the (7-8) division. Corey Hormes again took 65cc honors while Jake Johnson took the 85cc final.

Results

250 A: 1. Todd Winsett (Hon); 2. Paul Lynch (Hon); 3. Roy Miller (Cag); 4. Gardiner White (Hon); 5. Ricky Winsett (Yam).

55 (4-6): 1. Brian Phillips (Yam); 2. Michael Brown (Yam); 3. Jason Isennock (Yam); 4. Zack Calcutt (Yam); 5. Ben Glisson (Yam).

55 (7-8): 1. Danny Guiseppe (Yam); 2. Bill Trieschman (Yam); 3. Rob Reynolds (Yam); 4. Corey Hormes (Itj); 5. Raymond Lieb (Hon).

65: 1. Corey Hormes (Kaw); 2. Bill Stillwell (Kaw); 3. Scott Morrison (Kaw); 4. Rob Reynolds (Kaw).

85: 1. Jake Johnson (Hon); 2. Donnie Mullen (Suz); 3. Ben Miller (Yam); 4. Will Russell (Kaw); 5. Paul Allison (Hon).

200: 1. Tom Skethway (Hon); 2. Mike McKee (Kaw); 3. Mike Fitzgerald (Hon); 4. Tim Russell (Suz); 5. Scott Trieschman (Kaw).

250 B: 1. Mike McKee (Suz); 2. Rusty Eves (Yam); 3. John Winsett Jr. (Yam); 4. John Beatty (Hon).

600 B: 1. Brian Eckhart (Rtx); 2. Mike McKee (Rtx); 3. Mike Thomas (Yam); 4. Bill Mayqueen (Suz); 5. John Price (Yam).

600 A: 1. Warren Diem (Hon); 2. Tom Majeski (Rtx); 3. Todd Winsett (Rtx); 4. Paul Lynch (Rtx); 5. Phil Libhart (Rtx).

600 PRO: 1. Georgie Price (Rtx); 2. Rob Majeski (Rtx); 3. Kevin Varnes (Rtx); 4. Eddie Hidden (Rtx); Gary Clark (Rtx).

750 A: 1. Clarence Bull (Yam); 2. Paul Crumling (Hon); 3. John Winsett (H-D).

SPTSMN: 1. Georgie Price (Rtx); 2. Kevin Varnes (Rtx); 3. Rob Majeski (Rtx); 4. Jim Hollister (Rtx); 5. Chuck Buchanan (Rtx).

VET: 1. Warren Diem (Hon); 2. Tom Majeski (Rtx); 3. Taylor White IV (Rtx); 4. Clarence Bull (Yam); 5. Lowell Wherley (Rtx).

Foster takes three GPs at Firebird Road Race

By Naomi Bourne

CHANDLER, AZ, OCT. 9-10

After missing several regional events due to conflicting National-level races, track record holder Mark Foster scored victories in all three GP classes at Firebird International Raceway.

In Middleweight and Lightweight GP, Foster controlled the races. Foster took an easy pace in the Lightweight to show lines to Billy Borselli, a rookie expert who now rides Foster's old TZ.

In the Unlimited GP, Foster waited for traffic to clear before moving into the lead on lap six. He passed CBR600-mounted Stu Morrison in the tower turn, put a comfortable margin between himself and Morrison, and earned the $250 first-place purse.

Morrison, who was already assured of getting the number-one regional plate, only raced three sprints instead of his typical seven entries. He became the first racer in the region's history to hold the title three times. He was awarded $150 for his second-place finish in the Unlimited GP.

David Duprey returned to racing after 15 months spent recovering from a kneecap injury. He got a strong start in the Unlimited GP, but nearly dumped his GSX-R750 in the esses in lap two, and fell way back. It took Duprey until lap 15 to work himself back into the top five. On the last lap, he inherited fourth place when John Burgoyne's CBR900 ran out of gas in Turn 11. Still on the lead lap, Burgoyne pushed his bike to the finish line, taking eighth place and just enough cash to cover his entry fee.

Results

M/W GP EX: 1. Mark Foster (Yam); 2. Stu Morrison (Hon); 3. Bill Borselli (Yam); 4. Joe Jackson Jr. (Hon); 5. Joe Shelton (Yam).

M/W GP AM: 1. Marcus Hubbard (Hon); 2. Michael Timm (Hon); 3. Erik Severino (Hon); 4. Greg Perry (Kaw); 5. Scott Clements (Hon).

UL SS: 1. Jim Cox (Suz); 2. Mark Nolen (Hon); 3. Shawn Bushey (Suz); 4. Craig Arcuri (Yam); 5. Tony Felber (Suz).

L/W S/BK EX: 1. Joe Shelton (Yam); 2. Doug Schmitz (Hon); 3. Craig Arcuri (Yam); 4. Sam Wagenseller (Hon); 5. Leonard Kirschner (Yam).

L/W S/BK AM: 1. Peter Roalofs (Kaw); 2. Joshua Pitt (Yam); 3. Johnny Allen (Yam); 4. Frank Gonzalez (Kaw); 5. Blair Taylor (Kaw).

M/W S/B EX: 1. Steve Teschke (Hon); 2. Mark Nolen (Hon); 3. Mark Foster (Yam); 4. Tom Hull (Duc); 5. Mike Cleary (Suz).

M/W S/BK AM: 1. Marcus Hubbard (Hon); 2. Michael Timm (Hon); 3. Michael Noschese (Yam); 4. Scott Clements (Hon); 5. Sammy Richards (Hon).

H/W S/BK EX: 1. Aaron Lanningham (Suz); 2. Steve Teschke (Hon); 3. Mark Hensley (Suz); 4. John Hilton (Hon); 5. Mark Nolen (Hon).

H/W S/BK AM: 1. Arthur Ammann (Suz); 2. Lenny Beckman (Suz); 3. Marcus Hubbard (Hon); 4. Lance Kawata (Kaw); 5. Andrew Lutz (Suz).

SPTSMN EX: 1. Joe Shelton (Yam).

SPTSMN AM: 1. Greg Perry (Kaw); 2. Blair Taylor (Kaw); 3. David Park (Kaw); 4. Frank Gonzalez (Kaw).

H/W S/TW EX: 1. Tom Hull (Duc); 2. Michael Traficano (Duc); 3. Doug Schmitz (Hon); 4. Sam Wagenseller (Hon); 5. Ross Staffeldt (Duc).

H/W S/TW AM: 1. Roger Heemsbergen (Hon); 2. David Hull (Duc).

H/W SS EX: 1. Aaron Lanningham (Suz); 2. Jim Cox (Suz); 3. Craig Arcuri (Yam); 4. Thomas Hagan (Hon).

H/W SS AM: 1. Arthur Ammann (Suz); 2. Marcus Hubbard (Hon); 3. Lenny Beckman (Suz); 4. Sammy Richards (Kaw); 5. Greg Perry (Kaw).

L/W GP EX: 1. Mark Foster (Yam); 2. Bill Borselli (Yam); 3. Craig Arcuri (Yam); 4. Jeff Pepiot (Yam); 5. Leonard Kirschner (Yam).

L/W GP AM: 1. Greg Perry (Kaw); 2. Marcus Hubbard (Kaw).

M/W SS EX: 1. Stu Morrison (Hon); 2. Mark Foster (Yam); 3. Mark Nolen (Hon); 4. Jim Cox (Suz); 5. Craig Arcuri (Yam).

M/W SS AM: 1. Marcus Hubbard (Hon); 2. Michael Noschese (Yam); 3. Sammy Richards (Kaw); 4. Greg Perry (Kaw); 5. Joseph Franco (Yam).

L/W SS EX: 1. Craig Arcuri (Yam); 2. Jeff Pepiot (Yam); 3. Michael Ben Welch (Yam); 4. Kristy Harding (Yam); 5. Leonard Kirschner (Yam).

L/W SS AM: 1. Joshua Pitt (Yam); 2. Blair Taylor (Kaw); 3. Johnny Allen (Yam).

L/W S/TW EX: 1. Tom Hull (Duc); 2. Doug Schmitz (Hon); 3. Ross Staffeldt (Duc).

L/W S/TW AM: 1. Roger Heemsbergen (Hon); 2. Peter Roalofs (Kaw); 3. Greg Perry (Kaw); 4. Frank Gonzalez (Kaw).

UL GP: 1. Mark Foster (Yam); 2. Stu Morrison (Hon); 3. Steve Teschke (Hon); 4. David Duprey (Suz); 5. Aaron Lanningham (Suz).

SOLO GTU EX: 1. Steve Teschke (Hon); 2. Mark Nolen (Hon); 3. Tom Hull (Duc); 4. Dale Whelan (Hon); 5. Craig Arcuri (Yam).

SOLO GTU AM: 1. Marcus Hubbard (Hon); 2. Erik Severino (Hon); 3. Tim Burkett (Suz); 4. Todd Bushey (Suz); 5. Joseph Demko II (Hon).

SOLO GTO EX: 1. Jim Cox (Suz); 2. John Hilton (Hon); 3. Craig Arcuri (Yam); 4. Joe Jackson Jr. (Hon); 5. Brian Catterson (Suz).

SOLO GTO AM: 1. Arthur Ammann (Suz); 2. Andrew Lutz (Suz); 3. Jason Collins (Kaw); 4. Stephen Peters (Kaw); 5. Greg Perry (Kaw).

Jerry Seip (343) rebounded from a poor start to score the 250cc Pro class win at the Bridgehampton Motocross.

Seip grooves to Bridgehampton Motocross win

By Jim and Carolyn Simpson

BRIDGEHAMPTON, NY, OCT. 9

Jerry Seip uncorked his 1994 KX 250 and tasted the fruit of his labors by winning the 250cc Pro Expert overall at Bridgehampton Motorsports Park.

Mike Michels showed the lead into the woods with Bob Balnis and Jalil Lynch chasing. Michels cleared the Hidden Valley tabletop-it was Michels with Lynch and John Barone Jr. in hot pursuit. Seip twisted the wick on his new Kawasaki and caught up to the leaders, and at the end of lap one, it was Michels, Lynch and Seip forming the lead pack. Things remained the same until Lynch made a move and passed Michels in the back section. Lynch then washed out in a turn, and with nowhere to go, Michels wound up on the ground with Lynch. With all of this action in front of him, Seip took over the lead. Seip went on for the win for the first time out on his East Coast Kawasaki/Answer/KPS-backed Kawasaki.

Seip jumped into the lead as the gate dropped for moto two. Balnis chased Seip until Lynch and Barone Jr. motored by to follow Seip. Lynch made his move on the Raceway Straight and passed Seip for the lead. Lynch, Seip and Barone made up the lead trio until Seip railed the outside and dropped Lynch to second. Lynch, not content in second, repassed Seip to start the last lap. Lynch took the moto win while Seip took second place in the moto, good enough for the overall win. Barone scored third in the moto for second overall.

Kevin Nowak, Brian Mulry and John Jasinski started the first 125cc Amateur moto fighting for the lead. Dennis Robinson moved up to third at the close of lap one. Jasinski regained third as he repassed Robinson. Nowak took the win, Mulry scored second and Robinson moved up to take third place honors.

Honda-mounted Mulry motored into the lead to start moto two. Nowak and Joe Bisbee followed Mulry into the woods. Mulry jumped back into sight in first with Nowak and Brian Berry side by side in second. Berry moved up to second with Nowak third. Mulry, Berry and Nowak stepped up the pace to pull away when Berry passed for the lead. Nowak then wicked up his Kawasaki to close in and pass Berry before the finish-line tabletop. Nowak stayed on the gas for the win and the overall as Berry took second for the moto.

Results

P/W: 1. Brian Murphy (Yam); 2. Joseph Merrill (Hon); 3. Mark Rasmussen (Yam); 4. Edward Goldsborough (Yam); 5. Joe Dill.

SR MINI: 1. Richard Steck (Kaw); 2. Scott Anderson (Hon); 3. Dale Robertson (Kaw).

JR MINI: 1. Tony Pedone (Yam); 2. David Di Pietro (Kaw); 3. James Donnellan (Kaw); 4. Jeron Anthony (Kaw); 5. Dennis Sorrentino (Suz).

MINI (7-11): 1. Sean Donnellon (Hon); 2. David Di Pietro (Kaw); 3. Brian Murphy (Kaw); 4. Matthew Dill (Kaw); 5. Ryan O'Malley (Kaw).

S/SR: 1. Bud Fee (Hus); 2. John Sanuth (Hon); 3. Ted Squires (Hon); 4. Dennis Degraff (Kaw); 5. Bob Flagg (Hon).

125 NOV A: 1. James Jetnar (Hon); 2. John Mallgren (Kaw); 3. Chris Celli (Suz); 4. Joe Eannel (Kaw); 5. Anthony Gangone (Hon).

125 NOV B: 1. Jeff Single (Suz); 2. Mike Rausch (Suz); 3. Mike Lurardi (Kaw); 4. Steve Carrieri (Kaw); 5. John Chiavolo (Kaw).

250 NOV: 1. Dan Anderson (Hon); 2. Ium Droskoski (Hon); 3. Ron Simonin (Kaw); 4. Don Brown (Hon); 5. Chris Kilnetis (Yam).

125 A: 1. Kevin Nowak (Kaw); 2. Brian Mulry (Hon); 3. Brian Berry (Hon); 4. Dennis Robinson (Hon); 5. Greg Katz (Suz).

250 AM: 1. John Risco (Kaw); 2. Andrew Signoriello (Kaw); 3. Ed Hololob (Suz); 4. Danny O'Keefe (Hon); 5. Richard Coane (Kaw).

OPEN AM: 1. Thomas Lequerique (Hon); 2. Andrew Signoriello (Kaw); 3. Paul Westheimer (Hon); 4. Scott Santmyers (Kaw); 5. Bruce Marierfield (Hon).

SR AM: 1. Scott Santmeyers (Kaw); 2. Robert Jarvis (Hon); 3. Joseph Dill (Kaw); 4. Steven Risco (Kaw); 5. Patrick Witty (Hon).

OPEN EX: 1. Greg Murphy (Hon); 2. Scott Nickerson (Hon).

VET EX: 1. Jerry Seip (Kaw); 2. Rich Caccavano (Hon); 3. Joseph Merrill (Hon); 4. Rick Fatigate (Hon); 5. Jeffrey Stempel (Hon).

125 EX: 1. James McIlvaine (Hon); 2. Mike Michels (Suz); 3. Vincent Allegretta (Suz); 4. Jalil Lynch (Hon); 5. Michael Bilardello (Suz).

250 EX: 1. Jerry Seip (Kaw); 2. John Barone (Hon); 3. Jalil Lynch (Hon); 4. Bob Balnis (Hon); 5. Joseph Merrill (Hon).

25+: 1. James McIlvaine (Hon); 2. Greg Murph (Hon); 3. Michael Bilardello (Suz); 4. Jeff Stempel (Hon); 5. Danny O'Keefe (Hon).

VINT: 1. Thomas Bentivegna (CZ); 2. Gary DiPietro (KTM); 3. Richard Baulch (Pen).

LT MDL: 1. Joseph Feist (Kaw); 2. Paul Wertheimer (Hon); 3. Anthony Gangone (Hon); 4. Brian Cook (Kaw); 5. Paul Salvatore (Hon).

SCHBY: 1. Vincent Allegretta (Suz); 2. Kevin Nowak (Kaw); 3. Eric Flagg (Hon); 4. Brian Berry (Hon).

CLGBY: 1. Wesley Phillips (Yam); 2. Jim Tillman (Hon); 3. Duane Kleppe (Kaw); 4. Brian Simpson (Kaw); 5. Bob Walton (Hon).

Kelly captures Starwest MX win

By David Procida

MORENO VALLEY, CA, OCT. 16

Chris Kelly used consistency as a major tool in his victory over the highly competitive 125cc Beginner class during Starwest Supercross Park's Twin Fair Shoot Out. The Honda rider chalked up a 2-3 score, edging out David Colfe by one point for the victory.

When the gate dropped for moto one, Kyle Finnels pushed and shoved his way to the front of the pack for the holeshot with Mark Damiter, Luke Fullmer, Kelly and the rest of the pack only a heartbeat behind him. Damiter powered by Finnels down the back straightaway and led the pack over "The Leap." Scott Cooper came up out of the ranks with David Colfe to close up the gap on Kelly, making it a three-way battle for fifth.

Fullmer and Finnels got too close to one another as they transversed the rockers. With one bike bouncing up and the other down, the two locked bars and went down hard, handing second over to Kelly. Kelly wasn't waiting for an invitation and turned up the pace another notch as Finnels was back up and under way, charging hard to make up lost positions.

Finnels worked his way up into third but time ran out before he had a chance to advance further. Finnels followed Demiter and Kelly across the finish line.

Finnels again grabbed the holeshot in moto two with Richard Kingham, Colfe, Kelly and Fullmer rounding the first turn in quick succession. Damiter, attempting to make up for a mid-pack start, was pushing his way through traffic when he dove under Fullmer and lost the front end taking both Fullmer and himself out.

Up front, Finnels and Kingham were dicing for supremacy with Kelly closing in to make it a three-way battle when Kelly went down in the "Snake Pit". This put Colfe into third, but before he had a chance to breathe, Damiter zapped him, using a wide, fast outside line.

Kingham choked in the "Snake Pit," handing Damiter second. With the white flag waving for Finnels, Damiter was just waiting for the slightest error to jump into the lead for the remaining lap. The two looked as if they were attached, and just when it seemed Finnels would take the moto win, Damiter went wide in the corner preceding the checkered and went for the pass, but Finnels saw him coming and swung wide. Cresting the finish line tabletop 10-feet in front of the checkered flag, the two met in midair. Their momentum carried them off the side of the jump and Kingham came by for the win followed by Colfe and Kelly. When the totals were posted, it was Kelly with the overall.

Results

50: 1. Joshua Grant (Yam); 2. Daniel Taft (Yam); 3. Scott Simon (Yam); 4. J R. Williams (Yam); 5. Tyson Talkington.

60: (6-8): 1. Cale Wallace (Kaw); 2. Daton Beavers (Kaw); 3. Scott Simon (Kaw); 4. Tyson Davis (Kaw); 5. Daniel Taft (Kaw).

60 (9-11): 1. Emitt Kling (Kaw); 2. Chris Rogers (Kaw); 3. Jason Ciarletta (Kaw); 4. Nick Alvarez (Kaw); 5. Steve Gonzalez (Kaw).

80 (8-11): 1. Jason Ciarletta (Yam).

80 (14-16): 1. Danny Carlson (Kaw).

80 BEG: 1. Ben Ramsaran (Yam); 2. Chris Llewellyn (Suz).

80 ADLT WMN: 1. Lorraine Staats (Yam).

125 BEG: 1. Chris Kelly (Hon); 2. David Colfe (Suz); 3. Richard Kingham (Kaw); 4. Kyle Finnels (Suz); 5. Luke Fullmer (Yam).

250 BEG: 1. Kevin McKee (Hon); 2. Scott Malett (Yam); 3. Chad Ferranle (Hon); 4. Mike Flowers (Yam); 5. Tony Grossi (Suz).

125 NOV: 1. Cory Mortensen (Suz); 2. Eddie Nichols (Hon); 3. Lloyd Lester (Hon); 4. Cindy Cole (Suz); 5. Shawn Freland (Suz).

125 INT: 1. Dean VanRiper (Kaw).

250 INT: l. Joe Lozano (Hon); 2. Tony Feldhaus (Hon).

25+ BEG: 1. Dean Dirks (Yam); 2. Nic LaBella (Suz); 3. Kurt Lemke (Yam).

25+ INT: 1. Larry Baker (Yam); 2. Roy Gonzalez.

30+ BEG: 1. T.C. Brinegar (Hon); 2. Mike Jackson (Yam); 3. Johnny Jackson (Kaw); 4. Ferran Piper (Kaw); 5. Casey Nelson (Kaw).

25+/30+ NOV: 1. Manny Delcampo (Kaw); 2. Mike Dunlap (Kaw); 3. Terry MacRae (Suz); 4. Tim Hunziker (Kaw); 5 Ken McCann (Kaw).

40+ NOV: 1. Pat Ireland (Yam); 2. Ray Simmons (CZ).

Bendor breaks 'em at Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, OCT. 9

Cory Bendor took the CMMC 125cc Open class handily by winning both motos at Barona Oaks Raceway. Bendor then came back and bested the 125cc Intermediate classes by winning the first moto and behind Angelo Ingrande in the second.

Dustin Nelson managed to also come home a double winner on the day. Nelson again dominated the Supermini competition by winning both motos as well as being top 80cc Expert rider.

Using Bendor and Nelson as a role model, Jesus Camillas also took home double victories. Camillas mounted his Pee Wee semi-modified to take home double moto wins, then mounted his Junior Cycle (0-8) Stock bike to repeat his double victory performance.

Other riders to win both motos in their class were: Dustin Good, Josh Williams, Don Cannelly, John Hopkins, Manny Arias, Josh Tarantino, Tyler King and Daniel Nichols.

Results

P/W F/T: 1. Phillip Bruscella (Yam); 2. Brandon Frakes (Yam); 3. Zac Wray (Yam); 4. Christopher Kolb (Yam); 5. Rustin Millikan (Yam).

P/W STK (0-8): 1. Dustin Good (Yam); 2. Ryan Beat (Yam); 3. Chris Caudillo (Yam); 4. Brian Thomason (Yam); 5. Jonathan Rose (Yam).

P/W SEMI-MOD (0-8): 1. Jesus Camillas (Yam); 2. Ryan Beat (Yam); 3. Clinton Pierce (Yam); 4. Chris Caudillo (Yam); 5. Jonathan Rose (Yam).

JR STK (0-8): 1. Jesus Camillas (Kaw); 2. Anthony Bruscelia (Kaw); 3. Dustin Good (Kaw); 4. Jonathan Rose (Kaw); 5. Cole Humphus (Kaw).

JR STK (7-11): 1. Geoff Rader (Kaw): 2. Emitt Kling (Kaw); 3. Billy Laninovich (Kaw); 4. Dusten Watson (Kaw); 5. Jesus Camillas (Kaw).

JR MOD (7-11): 1. Corey Macomber (Kaw); 2. Jesus Camillas (Kaw); 3. Vito Camillas (Kaw); 4. Anthony Bruscella (Kaw).

80 STK (9-11): 1. John Hopkins (Suz); 2. Billy Laninovich (Kaw); 3. Dusten Watson (Kaw); 4. Corey Macomber (Suz); 5. Travis Connelly (Suz).

80 STK NOV: 1. Manny Arias (Yam); 2. Colby Raymond (Suz); 3. Matt Williams (Yam); 4. Brad Millikan (Kaw).

80 BEG: 1. Richard Colantuono (Yam); 2. Michael Fox (Suz); 3. Sean Allen (Suz); 4. Tim Rasmussen (Kaw); 5. Corey Clayton (Yam).

S/MINI: 1. Dustin Nelson (Kaw); 2. Josh Tarantino (Yam); 3. Matt Williams (Yam); 4. John Hopkins (Suz); 5. Sean Sparkman (Kaw).

80 INT: 1. Josh Tarantino (Yam).

80 EX: 1. Dustin Nelson (Kaw).

125 BEG: 1. Dan Baxter (Kaw); 2. Jodi Hollow (Suz); 3. Tim Clayton (Suz); 4. Derrick Kruger (Suz); 5. Mike Hopster (Suz).

125 STK NOV: 1. Jeremy Schmidt (Kaw); 2. Cory Mortensen (Suz); 2. Jason Berg (Kaw); 4. Jody Agastino (Suz); 5. Shawn Ireland (Suz).

125 MOD NOV: 1. Josh Williams (Hon); 2. Jimmer Hollow (Suz); 3. Damian Paterson (Kaw).

125 INT: 1. Cory Bendor (Suz); 2. Angelo Ingrande (Hon); 3. Shawn Ellis (Suz); 4. Tyler King (Kaw).

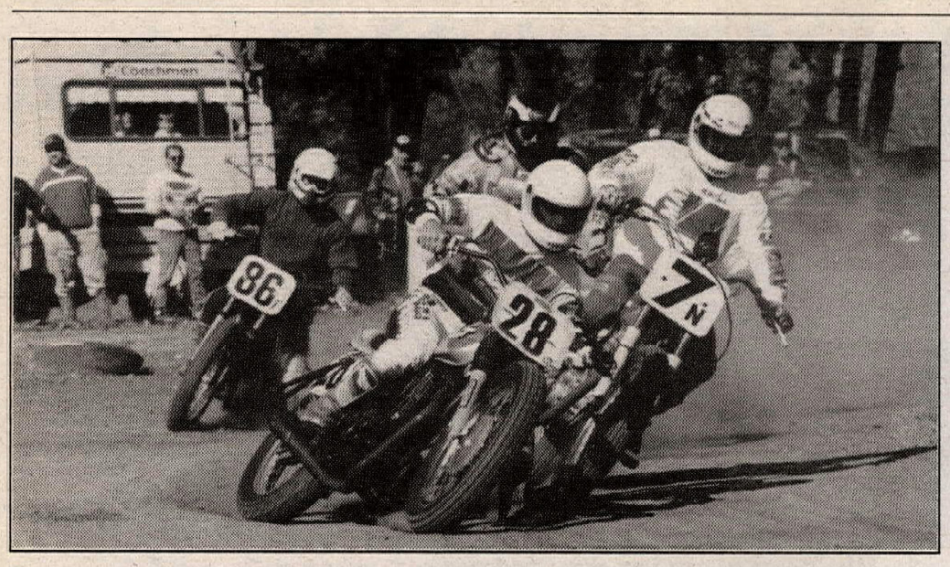
125 (16-21): 1. Tyler King (Kaw); 2. Shawn Ellis (Suz); 3. Josh Williams (Hon); 4. Darrell Merrit (Kaw); 5. Ciktor Doktor (Yam).

125 OPEN: 1. Cory Bender (Suz); 2. Damian Paterson (Kaw); 3. Tim Clayton (Suz); 4. Tim Beatty (Yam); 5. Brian Reichael (Suz).

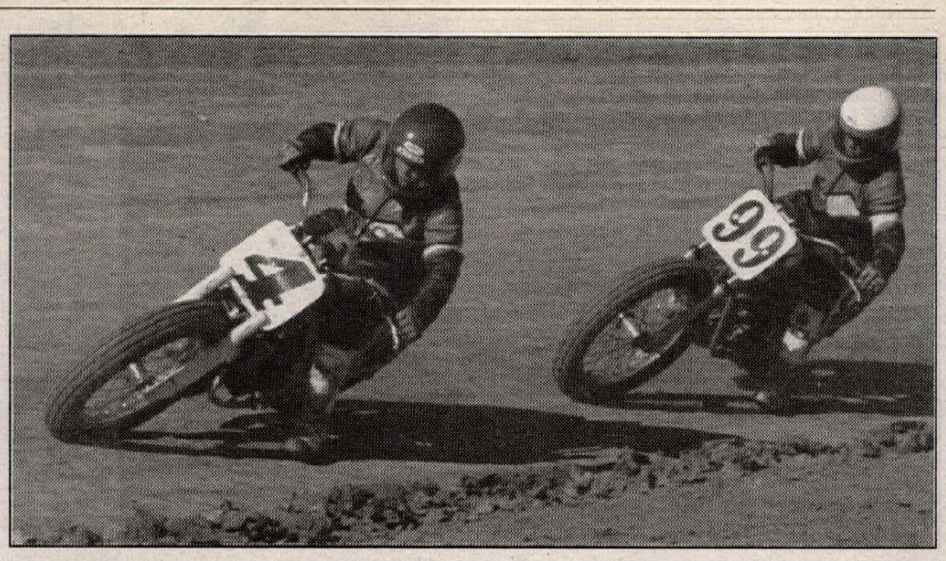
250 NOV: 1. Daniel Nichols (Suz); 2. Wilson Nichols (Suz).

OT: 1. Don Cannelly (Suz); 2. Chris Swift (Yam); 3. Jeff Summers (Yam); 4. Greg Meyers (Yam); 5. Steve Laninovich (Kaw).

EVENTS



Dean Mayer (7N) was a double-class winner at the Midland M/C Tourist Trophy.



Tom Skethway (4) and Mike McKee (99) battled at Trail-Way Speedway.

May scores championship at Midland TT

By Grace Di Benedetto
Photo By Gordon DeVries

MIDLAND, MI, OCT. 10
Pat May had to wait until the last race of the season, but the Senior class rider came away with the Michigan State Championship in the final TT of the season at the Midland M/C track.

The tightest points race of the season came down to the wire in the Senior class with Bob Russell and May being separated by only half a point for the number-one plate. At the start, Russell got the holeshot, but a lightning-fast Jack Warren flew by on lap two to take over the lead. May was next to displace Russell on lap four. Russell was displaced again on lap seven by John Zwerican, who was riding a borrowed 250 DTX Yamaha. By the end of the 15 laps, Warren had put 10 lengths on May, who had in turn put 20 lengths on John Zwerican. While May didn't win the race, he had sewn up the district title with a four-and-a-half point lead over Russell.

Canadian rider Doug Lawrence came a long way to meet with the worst luck of the day. Lawrence took the point out of the hole in the 50cc class but slid out in turn two on lap four. Lawrence recovered quickly and re-entered the race before the field passed him by. While Tommy Link took over the lead, Lawrence concentrated on closing the half-track distance between himself and the leader. On lap 10, Lawrence ousted Logan Meyers from his second-place post, leaving only one more challenge.

With four laps to go and a three-second gap to Tommy Link, Lawrence tucked down low and threw away the brakes. As they entered lap 11, the only obstacle in his way proved not to be Link but his own bike. The Italajet quit in turn two and couldn't be restarted, leaving a very disappointed Lawrence on the sidelines watching as the race passed him by. The race for first was over at that point with the closest rider, Logan Meyers, several seconds behind Link at the checkered flag.

Results

SR: 1. Jack Warren (Tri); 2. Pat May (Yam); 3. John Zwerican (Yam); 4. Bob Russell (Hon); 5. Mike Fink (Hon).
50: 1. Tom Link (Yam); 2. Logan Meyers (Yam); 3. Philip Anthony (Yam); 4. Carter Meyers (Yam); 5. Erica Lloyd (Yam).
65: 1. Brett Pankey (Kaw); 2. Henry Wiles (Kaw); 3. Scott Jensen (Kaw).
85: 1. Justin Gibson (Kaw); 2. Dan Kauffman (Kaw); 3. B.J. Leach (Kaw); 4. Brett Pankey (Kaw); 5. Andy Pemberton (Kaw).
200: 1. Dan Kauffman (Kaw); 2. Mike Forro (Kaw); 3. Chris Huss (Hon); 4. Brice Edmonds (Kaw); 5. Rex Lloyd (Yam).
250: 1. Scott Jensen (Suz); 2. Rusty Swain (Suz); 3. Matt Robinson (Hon); 4. Jack Thomas (Hon); 5. Steve Chapin (Yam).
400: 1. Sam Lloyd (Suz); 2. Andy McRoberts (Hon); 3. Dan Kennedy (Suz).
500: 1. Dean Mayer (Hon); 2. Kirk Sutliff (Hon); 3. Pat Fitzgerald (Yam); 4. Mike Robinson (Hon); 5. Russell McCloskey (Yam).
OPEN: 1. Kelly Klynstra (Hon); 2. Pat May (Yam); 3. Tom Johnson (Hon); 4. Dave Plumer (Rtx).
VET: 1. Dean Mayer (Yam); 2. Mike Babka (Hon); 3. Kirk Sutliff (Hon); 4. Kelly Klynstra (Hon); 5. Scott Jensen (Suz).

Varnell victorious at Tecate IX Trial

By Don Williams

PINE VALLEY, CA, OCT. 3
In a battle of nerves, Steven Varnell rode his Fantic 305 to a narrow two-point Sportsman B win at the San Diego Trials Riders' Tecate IX Trial at the Coral Canyon OHV area.

Varnell was tied with Brad Price, Rob Thornton and Rick Cavataio with perfect clean loops after the first lap around the dusty course. Right behind the pack, with a single dab was Peter Thatcher, who carried a seven-event win streak into this ninth round of the American Trials Association Championship Series.

With the temperatures approaching triple digits under a sunny, breeze-free sky, the teenaged Varnell's stamina stayed with him, and he completed another dab-free loop. Thornton stayed closest, with a single dab on the middle lap, while Price and Cavataio dropped three points.

Varnell finally let his foot touch the ground in a section on the last loop. By then, it was too late for anyone to catch him, as Thornton dabbed twice in a section, moving him into a third place position behind Price, who finished the day with 29 cleans and three points, all scored in one section. Thatcher stalled his Aprilia Climber in a section on his second loop for five points, then used a clean loop to advance from sixth to fourth.

Another low-point battle ensued in the Novice B division. The top four riders finished within three points of each other. Shawn Pickett took a one-dab lead over Keimy Blake and Jim Boswell on the first loop and never relinquished it. Pickett built on his lead with a clean second loop, finishing with two points. Blake and Boswell fought back with clean final loops which kept them in a dead heat for second.

Results

EX: 1. Tom Hamann (Bet); 2. Kevin Norton (Fan); 3. Jared Malmquist (Mon).
ADV A: 1. Thomas Engelhardt (Yam); 2. Ed Stovin (Fan).
ADV B: 1. Rick Jenkins (Yam); 2. Jim Collins (Bet); 3. Larry Varnell (Yam); 4. Jack Heminway (G-G).
INT A: 1. Todd Rumsey (Bet); 2. Art Webster (Yam); 3. Roger Guard (G-G); 4. Joe Slaughter (Bet).
INT B: 1. Mitch Berger (Yam); 2. Tom Blake (Bet); Terry Baker (Hon); 4. Jim Rogers (G-G); 5. Ron Cavataio (G-G).
SPTSMN A: 1. Jim Laudeman (Hon).
SPTSMN B: 1. Steven Varnell (Fan); 2. Brad Price (Bet); 3. Bob Thornton (Bet); 4. Peter Thatcher (Apr); 5. Ted Bennick (Yam).
SPTSMN C: 1. Allan Rails (Yam); 2. Bill Markham (Apr); 3. Richard Zinsmann (Fan); 4. Michael Tice (Yam); 5. Ted Zinsmann (Fan).
NOVICE B: 1. Shawn Pickett (Fan); 2. Kenny Blake (Bet); 3. Jim Boswell (Yam); 4. Jonathan Graham (Apr); 5. Doug Fulton (Yam).

Lafferty blazes Little Rhody Enduro

By Michael Snyder

W. GREENWICH, RI, SEPT. 26
Team Green supported Michael Lafferty proved that his points lead in this year's East Coast Enduro Association (ECEA) Enduro Championship series isn't a fluke as he bested some notable names, including Husqvarna's Kevin Hines and reigning ECEA Champion Jack Lafferty Jr. at the Little Rhody enduro in the Arcadia National Forest.

As the event got underway, it was soon apparent who was going to be battling for the overall honors as Michael Lafferty pinned his KX250 through the first trail section to drop a seven minutes, 44 seconds though his brother, Jack Lafferty Jr., was hot on his heel as he traversed the tight technical terrain to drop eight flat at the check. Next through with a comparable time would be Dennis Zurawski, who dropped 8.34 with Husqvarna factory star Hines upholding NETRA honors with a score of 9.05 through the section.

Zeros and several single-point late penalties would highlight the front-runners' score cards until those riders challenged the famous "Rock Garden" and the subsequent time-breaker check afterwards. Lafferty would carry his momentum through this particular section with a score of 3.10. Lafferty continued his steady dominance by blistering through that very technical section of the event, dropping only a score of six while his rival contenders all dropped a score of seven.

At the 13th check, Hines inadvertently burned the section which netted his scorecard a very costly two points while his contenders for the win all zeroed the same piece. It would be a different story at the end of the section as all the leaders would drop points, but it would be Lafferty once again bettering all his pursuers. At the finish of the event, it was a very happy Lafferty who claimed his first Little Rhody win with a score of 29, and more importantly, continued to pull away from his brother, Jack, in the overall ECEA series standings.

Results

O/A: 1. Michael Lafferty (29).
AA: 1. Jack Lafferty Jr.; 2. Kevin Hines; 3. Rick Claxton.
A H-PT: 1. Dennis Zurawski (35).
B H-PT: 1. John Neifert (53).
C H-PT: 1. Jay Snyder (68).
A 125: 1. Criag Shenigo; 2. Kevin Howley; 3. Ray Archambault.
A 200: 1. Robert Mohn; 2. Jeff Kirchner; 3. Steve Reed.
A 250: 1. Danny Nenstiel; 2. Jim Franks; 3. Richard Lafferty.
A OPEN: 1. Mont Fairfax; 2. Jim Mitchell; 3. Mike Hines.
A VET: 1. Max Parkes; 2. Todd Reder; 3. Richard Stuart.
A SR: 1. Scott Wolfersberger; 2. Irv Witkop; 3. Tom Ebersole.
A 4-STRK: 1. Keith Honda; 2. Bill Drummey; 3. Mark Giroux.
A S/SR: 1. Charles Stapleford; 2. Rich Trader.
B 125: 1. Tim Murphy; 2. Edward McGall; 3. Rick Heines.
B 200: 1. Paul Courville; 2. Scott Gustafson; 3. Mark Bouvier.
B 250: 1. Rich Shirk; 2. Ed O'Flynn; 3. Rod Ackley.
B OPEN: 1. Andy Hansen; 2. Larry Popin Jr.; 3. Steve Kravitz.
B VET: 1. Steve Mason; 2. Peter Canning; 3. Alan Vetri.
B SR: 1. Nick Corwin; 2. Ken Ettinger; 3. Robert Landry.
B 4-STRK: 1. Don Testerman Jr.; 2. Scott L'Heureux; 3. Geoff Wurlitzer.
B S/SR: 1. Tom Farley; 2. Stephen Gray.
C 200: 1. David Simpson; 2. Michael Ansay; 3. Mike Stone.
C 250: 1. Robert Burgess; 2. Byran Liebenthal; 3. Herbert Fischer.
C OPEN: 1. Gary Grace; 2. Larry Smith; 3. Chris Tsokalas.
C VET: 1. John Hickey; 2. Garth Bean; 3. Scott Cormier.
C SR: 1. Ed Blum.
C 4-STRK: 1. Gregory Wurlitzer; 2. Kevin Howie; 3. Ken Day.

Sweeten and Price double at Trail-Way Short Track Finale

By Len Breech

HANOVER, PA, OCT. 10
Bob Sweeten and his nephew, Georgie Price used Price's T-Shirts Etc./Dorsey Builders/South Jersey Speed Shop-sponsored Rotax to close out Trail-Way Speedway's 1993 short track season with a pair of wins each. Sweeten won the 600cc A and Veteran classes while Price took the 600cc Pro and Sportsman classes for the second-straight week. Also taking the same two-class wins as the previous Sunday's race were Tom Skethway in the 200cc and 250cc B class, and Corey Hormes in the 55cc (7-8) and 65cc classes. Clarence Bull again took the 750cc A class, while Paul Lynch took the 250cc A. John Winsett added his name to the long list of 600cc B winners and Donnie Mullen battled Paul Allison for the 85cc win.

Sweeten's win in the first feature was made much easier when his season long nemesis, Warren Diem, went out on the opening lap with transmission troubles. Following Sweeten were Nick Taylor, Lowell Wherley, and Paul Lynch. Lynch moved up to challenge for second, taking control of it by the third lap and leaving Taylor and Wherley to battle Phil Libhart and Todd Winsett for third that went to Libhart over Taylor in the late laps.

In the Veteran class, Sweeten grabbed the lead from Taylor White, Diem and Wherley with the only change being Clarence Bull taking fourth on the third lap.

As he did last week, Price jumped out in front at the green light and never relinquished the lead in the Sportsman final. Eddie Hidden, Jim Hollister and Rob Majeski followed but stayed in the same order on the hard, slick, narrow-groove track. In the Pro class, Hidden, riding his best races ever here, again took second, with Majeski third. Majeski tried too hard to get under Hidden starting the third lap, and ended up facing the rest of the field as they entered the first turn. The order stayed the same on the restart, but Majeski timed his pass a little better on the sixth lap, taking second.

Results

600 A: 1. Bob Sweeten (Rtx); 2. Paul Lynch (Rtx); 3. Phil Libhart (Rtx); 4. Nick Taylor (Rtx); 5. Lowell Wherley (Rtx).
250 B: 1. Tom Skethway (Hon); 2. Mike McKee (Suz); 3. Rusty Eves (Yam); 4. Chris Hathaway (Hon); 5. John Beatty (Hon).
55 (4-6): 1. Jared Mees (Yam); 2. Brian Phillips Jr. (Yam); 3. Michael Brown (Yam); 4. Zach Calcutt (Yam); 5. Jason Isennock (Yam).
55 (7-8): 1. Corey (Hormes (M-M); 2. Danny Guiseppe (Yam); 3. Bill Trieschman (Yam); 4. Rob Reynolds (Yam); 5. John Kraft (M-M).
250 A: 1. Paul Lynch (Hon); 2. Roy Miller (Yam); 3. Ricky Winsett (Yam); 4. Mike Rabold (Yam); 5. Gardiner White (Hon).
65: 1. Corey Hormes (Kaw); 2. Bill Stillwell (Kaw); 3. Scott Morrison (Kaw); 4. Rob Reynolds (Kaw); 5. Bryan Buono (Hon).
750 A: 1. Clarence Bull (Yam); 2. Lew Woods (H-D); 3. Paul Crumling (Hon); 4. Joe Gately (Tri).
600 B: 1. John Winsett Jr. (Rtx); 2. Brian Eckhart (Rtx); 3. Mike Thomas (Yam); 4. Nick Arment (Hon); 5. Jim Reigner (Yam).
VET: 1. Bob Sweeten (Rtx); 2. Taylor White (Rtx); 3. Warren Diem (Hon); 4. Clarence Bull (Yam); 5. Nick Taylor (Rtx).
85: 1. Donnie Mullen (Yam); 2. Paul Allison (Hon); 3. Ben Miller (Yam); 4. Will Russell (Kaw); 5. Bill Stillwell (Suz).
SPTSMN: 1. Georgie Price (Rtx); 2. Eddie Hidden (Rtx); 3. Jim Hollister (Rtx); 4. Rob Majeski (Rtx); 5. Todd Winsett (Rtx).
200 B: 1. Tom Skethway (Hon); 2. Mike McKee (Kaw); 3. Keith Fitzgerald (Yam); 4. Tim Russell (Suz); 5. Scott Trieschman (Kaw).
600 PRO: 1. Georgie Price (Rtx); 2. Rob Majeski (Rtx); 3. Eddie Hidden (Rtx); 4. Lew Woods (Rtx); 5. Dallas Baer (Rtx).

Hoenshell, Drane conquer Thunder Mountain HS

By Michael Walker

RUSK, TX, OCT. 3
Clay Hoenshell took top AA/Pro honors and Alan drane rode off with the Amateur overall win at round two of the 1994 AMA Texas Championship Hare Scramble Series at Thunder Mountain Motorplex.

Arlington Suzuki/MSR-backed Hoenshell made his series debut, putting together a solid effort, but Steve Cardwell was ready to battle. These two, along with Clifford Goertz, proved to be the fastest riders of the day. Hoenshell had a one-minute lead by lap five, yet Cardwell was battling with Goertz for second. By lap seven, Hoenshell had two minutes on Cardwell and one minute more on Goertz.

Lap nine saw Hoenshell pit and Cardwell race into the lead. Hoenshell, then back by four seconds and on the last lap, turned up the gas and put it in overdrive. Reeling in Cardwell, Hoenshell took the checkered with a fifteen second advantage. Goertz rounded out the top three some three minutes back.

"The Scramblers lay out a challenging course which is fun, yet technical," Hoenshell said.

Drane, on a CR500, fought off at least six riders to gather the overall prize. Drane's biggest challenge came from Bert Reynolds, who held the overall lead early in the race. Riding with a cracked tailbone, Reynolds slowed little to take seventh overall and third Open A.

Another rider to challenge was 250 B rider Sean McKay. The 19-year-old Kawasaki rider was as high as second overall, but ended in fourth overall and top 250 B rider.

Results

AA: 1. Clay Hoenshell (Suz); 2. Steve Cardwell (Yam); 3. Clifford Goertz (Suz); 4. Jeff Wilson (Hon).
O/A: 1. Alan Drane (Hon); 2. Lorenz Wilkinson (Hon); 3. David Culpepper (Hon); 4. Sean McKay (Kaw); 5. Gary Windham (Kaw).
OPEN A: 1. Alan Drane (Hon); 2. Lorenz Wilkinson (Hon); 3. Bert Reynolds (KTM); 4. Shann O'Leary (Yam); 5. Karl Zimmermann (Hon).
VET A: 1. David Culpepper (Hon); 2. Doug Paley (Kaw); 3. Darryl Smith (Yam); 4. Jeff Wilson (Yam); 5. Kevin Shelburne (Yam).
OPEN B: 1. Ken Schmidt (Kaw); 2. Ronald Twining (Hus); 3. James Stubblefield (Hus).
VET B: 1. Mike Williams (Hon); 2. Brad Burnie (Hon); 3. Craig Pingleton (Hon); 4. James Taylor (Yam); 5. Bill Smith (Hon).
200 A: 1. Gary Windham (Kaw); 2. Andrew Cooksey (Kaw); 3. Duane Badgley (Kaw); 4. Stephen Selman (Kaw); 5. Jimmy Clark (Kaw).
4-STRK: 1. Jason Strom (Hus); 2. James Raby (Hon); 3. James Porter (Hon); 4. Stewart Frank (Hon); 5. Phillip Hemmings (Hon).

SR A: 1. Terry Brown (Hon); 2. Nick Nickelson (Kaw); 3. Ken Clark (KTM); 4. George Spalding (Hon); 5. Howard Juckett (Kaw).
250 B: 1. Sean McKay (Kaw); 2. Todd Kyser (Kaw); 3. David Sellers (Hon); 4. Tim Falls (Kaw); 5. Kevin Counsil (Yam).
200 B: 1. Glen Sweatt (Kaw); 2. James Selman (Kaw); 3. Rick Cartwright (Kaw); 4. Kent James (Yam); 5. Dave Mildren (Kaw).
125 B: Mike Marshall (Kaw); 2. Todd Hooker (KTM); 3. Chris Thompson (Suz); 4. Jay Roy (Hon); 5. Michael Nesbitt (Kaw).
SR B: 1. Bobby Reynolds (Kaw); 2. Kent Atwood (Yam); 3. James Ebarb (Kaw); 4. John Michlowsky (Kaw); 5. Terry George (Kaw).
60: 1. Eric Hodge (Kaw); 2. Waylon McCulloch (Kaw); 3. Zack Smith (Yam); 4. Hank Hanson (Kaw).
80: 1. Jonathan Buckley (Hon); 2. Drew Dunbar (Yam); 3. Jeff O'Leary (Yam); 4. Chris Brannon (Kaw); 5. Steven Emmerling (Hon).
S/SR: 1. Francis Hess (Kaw); 2. Kenneth Langham (Yam); 3. Calvin Cardwell (Kaw); 4. Gerald Miller (Kaw); 5. Morris Kyser (Kaw).
JR: 1. Travis White (Suz); 2. Thomas Edison (Suz); 3. Jason Sperry (Yam); 4. Jeff Prokop (Suz); 5. Travis Allen (Kaw).
200 C: 1. Rod Kelly (Hon); 2. David Flory (Hon); 3. John Davis (Kaw); 4. David Ketchom (Kaw); 5. James Little (Yam).
OPEN C: 1. Harmon Hart (Hon); 2. Steve Wells (Yam); 3. Bryan Davis (Kaw); 4. Steve McKinney (Kaw); 5. Todd Witherington (Kaw).
WMN: 1. Nadine Holbert (Yam); 2. Danielle Lindeman (Kaw); 3. Deb Montey (Kaw).

Shelton, Burns wage war at Phoenix Motocross

By Tom R. Griffith

PHOENIX, AZ, OCT. 9-10
Sean Shelton and Cory Burns led 17 Pee Wees as the largest class attacked the Thrasherland MX Park with Shelton taking top honors on Saturday while Burns won the class on Sunday.

On Saturday, the two riders battled in the wet sand lap after lap, exchanging the lead several times. After over 10 lead changes in each moto, Saturday's Stock win went to Shelton with his 2-1 moto performance. He was followed by Burns, Steven Schwarts, and Steven Stultz.

Sunday saw 14 Pee Wees return for round two action. Burns adjusted to the drier soil and turned on the gas, fighting off challenges by the two Steves, Stultz and Schwartz. Burns powered to a perfect 1-1 score.

Saturday's second largest class, the 60cc Mini Beginner had a competitive array of riders as there was only one repeat from moto one to moto two. Western Honda-sponsored Bobby Sawyer was a comfortable 1-1 winner after fending off determined charges by every other rider in the class. Gary Wolf pushed the nose of his Honda into second in moto one only to fall prey to a deep rut in moto two and finally DNF. Suzuki-mounted Robert Mercier managed to keep his knobby hooked up, and with a "take no prisoner" attitude, rode to 3-2 for second overall.

In Sunday's second round, Sawyer was again a runaway 1-1 winner on his Honda, but Blake Tirman pushed him with a 3-2 tally and earned second overall. Richard Miller, Mercier and Cody Dennes showed sparks of brilliance in both motos, but with some ruts eating their front wheels, they had to settle for midpack finishes.

Results

Saturday
P/W STK: 1. Sean Shelton (Yam); 2. Cory Burns (Yam); 3. Steve Shelton (Yam); 4. Steven Stultz (Yam); 5. Dillon Suber (Yam).
P/W STK JR: 1. Payton Lienhart (Yam); 2. Ranel Cox (Yam); 3. Paul Pearcy (Yam).
P/W MOD: 1. Buck Gulley (Yam); 2. Sean Shelton (Yam); 3. Ranel Cox (Yam); 4. Cory Burns (Yam); 5. Steven Stultz (Yam).
JR (0-8): 1. B.Tirman (Kaw); 2. B. Gulley (Kaw).
JR (9-11): 1. Josh Moraine (Kaw); 2. M. Bloise (Kaw).
MINI BEG: 1. B. Sawyer (Hon); 2. R. Mercier (Suz); 3. B. Gilman (Suz); 4. B. Gunel (Kaw).
MINI (9-11): 1. B. Sawyer (Hon); 2. M. Sullivan (Suz); 3. B. Tirman (Suz); 4. J. Buchanan (Suz).
MINI (12-13): 1. C. Christensen (Suz); 2. W. Smith (Suz); 3. S. Conley (Suz); 4. R. Mercier (Suz); 5. M. Earls (Yam).
MINI (14-16): 1. M. Smith (Suz); 2. G. Hammel (Suz); 3. J. Wagner (Suz); 4. J. Smith (Yam); 5. K. Laplante (Suz).
125 BEG: 1. R. Evans (Hon); 2. G. Hammel (Suz); 3. R. Sheldon (Suz); 4. W. Biesen (Hon); 5. M. Ploof (Kaw).
125 JR: 1. T. Gerdl (Hon); 2. M. Smith (Suz); 3. C. Cole (Hon); 4. A. Leffler (Suz); 5. K. Harris (Hon).
125 INT: 1. P. McMullen (Hon); 2. J. Mathews (Suz); 3. D. Cowan (Hon); 4. D. Dahlin (Suz); 5. J. Landis (Hon).
125 PRO: 1. Button (Suz); 2. S. Walters (Suz); 3. T. Campbell (Suz); 4. A. McElyea (Suz); 5. B. Roth (Suz).
250 BEG: 1. B. Leydon (Suz); 2. T. White (Hon); 3. B. Justus (Hon); 4. J. Elliott (Hon); 5. K. Schulz (Suz).
250 JR: 1. S. Stultz (Hon); 2. H. Nevel (Suz); 3. T. Barker (Hon); 4. D. Dearing (Hon); 5. C. Crabae (Kaw).
250 INT: 1. P. McMullen (Hon); 2. J. Mathews (Suz); 3. D. Dahlin (Suz); 4. T. Widener (Hon); 5. J. Landis (Suz).
250 PRO: 1. S. Walters (Suz); 2. E. Anderson (Suz); 3. J. McMerrich (Suz); 4. T. Halina (Hon); 5. A. Miclyea (Suz).
OPN BEG: 1. T. Scoggin (Hon).
OTH JR: 1. T. Witt (Hon); 2. S. Stultz (Hon); 3. H. Nevel (Suz); 4. T. McRee (Hon); 5. J. French (Hon).
VET JR: 1. G. Chaidez (Hon); 2. T. Smith (Hon); 3. K. Gentlemen (Hon); 4. C. Conway (Kaw); 5. T. Frantz (Hon).
OT JR: 1. D. Johnson (Yam); 2. G. Johnson (Suz).
VET BEG: 1. S. Bailey (Suz).
VET PRO: 1. R. Jones (Hon).
Sunday
P/W STK: 1. Cory Burns (Yam); 2. Steven Schwartz (Yam); 3. Steven Stultz (Yam); 4. Lillion Subor (Yam); 5. Tyler Johnson (Yam).
P/W STK JR: 1. P. Lienhart (Yam); 2. P. Pearcy (Yam).
P/W MOD: 1. B. Gulley (Yam); 2. C. Burns (Yam); 3. S. Schwartz (Yam); 4. S. Stultz (Yam); 5. P. Pearcy (Yam).
JR (0-8): 1. B. Gulley (Yam).
JR (9-11): 1. J. Moraine (Kaw).
MINI BEG: 1. B. Sawyer (Hon); 2. B. Tirman (Suz); 3. G. Wolf (Hon); 4. B. Gungl (Kaw); 5. B. Gilman (Suz).
MINI (9-11): 1. M. Sullivan (Suz); 2. B. Sawyer (Hon); 3. B. Tirman (Suz); 4. B. Gilman (Suz); 5. J. Buchanan (Suz).
MINI (12-13): 1. S. Conley (Suz); 2. W. Smith (Suz); 3. C. Christensen (Suz); 4. M. Earls (Yam); 5. R. Mercier (Suz).
MINI (14-16): 1. M. Smith (Suz); 2. G. Hammel (Suz); 3. J. Wagner (Suz); 4. J. Doetzer (Suz); 5. J. Smith (Yam).

Cory Burns (5C) was the rider to beat in the Pee Wee class at Thrasherland MX.

125 BEG: 1. G. Hammel (Suz); 2. R. Evans (Hon); 3. M. Ploof (Kaw); 4. K. Mortensen (Suz); 5. W. Biesen (Hon).
125 JR: 1. M. Smith (Suz); 2. C. Cole (Hon); 3. T. Gardl (Hon); 4. K. Harris (Hon); 5. A. Leffler (Suz).
125 INT: 1. J. Mathews (Suz); 2. D. Dahlin (Suz); 3. D. Cowan (Hon); 4. S. Coney (Suz); 5. D. Wastfall (Suz).
125 PRO: 1. J. Button (Suz); 2. S. Walters (Suz); 3. T. Campbell (Suz); 4. T. Kalina (Hon); 5. C. Davis (Hon).
250 BEG: 1. B. Justus (Hon); 2. B. Heyden (Suz); 3. J. Elliott (Hon); 4. C. Campbell (Suz); 5. M. Paschke (Hon).
250 JR: 1. S. Stultz (Hon); 2. H. Navel (Suz); 3. J. Barker (Hon); 4. Do Logan (Yam); 5. K. Schulz (Suz).
250 INT: 1. J. Mathews (Suz); 2. D. Dahlin (Suz).
250 PRO: 1. J. Button (Suz); 2. S. Walters (Suz); 3. T. Campbell (Suz).
VET JR: 1. D. Goodman (Hon); 2. T. Smith (Hon); 3. G. Chaidez (Hon); 4. T. Franz (Hon);
OPEN INT: 1. D. Westfall (Hon).
VET PRO: 1. R. Jones (Hon).
VET BEG: 1. M. Hayzlett (Yam); 2. J. Ogle (Yam); 3. S. Bailey (Suz).
OTH JR: 1. S. Stultz (Hon); 2. T. Barker (Yam); 3. T. McRee (Hon).

Mashbir masters Carson Valley Qualifier

By Scott Meyer

MINDEN, NV, OCT. 2
Eric Mashbir's return to racing, following a badly broken femur at the Virginia City GP last May, proved successful. The Husqvarna pilot overcame a late-start penalty to post the overall win at the Carson Valley Qualifier.

For the first time in several years, the High Sierra M.C.-promoted event was not a part of the National Championship Reliability Enduro Series, though it will rejoin the series as a full-fledged "qualifier" in '94. It is typically the first event of the fall season for District 36 enduro/qualifier riders, but next year it will run before the ISDE in the spring, and will be extended to a two-day event.

Early-morning temperatures in the low 30s greeted the 250 entrants, who headed off the start, out through the Carson Valley Inn and Douglas County Sheriff parking lots, and onto three miles of paved county roads. Mashbir's day got off to a bad start when he failed to start his 250cc Husky in the allotted 60 seconds.

"After getting a start penalty first thing, I figured I was off to a great day." joked the Cagiva North America/BTF Motors/MSR/Metzeler/Spectro/Pro Circuit/Best Western/Advanced Machine Tools/Hayward Honda/Up-Tite Husky/Chuck's Marine Service-backed Mashbir. "I relaxed and tried to just ride consistently, as my leg is not 100% yet. I just wanted to finish and not get hurt. In the first special test I felt pretty good until I caught some slower riders' dust and that, mixed with the early-morning sun, gave me grave flashbacks of Virginia City."

Mashbir shrugged off the negative thoughts and navigated the 95 miles of high-desert washes, trails and mining roads. At the finish, his special-test scores were fast enough that he overcame his early penalty and held the overall lead. Second overall and right behind Mashbir was Suzuki pilot Jon King, who had troubles of his own in the first special test.

"The first test was bitchin' - fast, then tight, then fast; it kept you on your toes. About three-quarters of the way through it I boiled my rear brakes, and the last part of the test they ran us down a gnarly razorback ridge. At the bottom I must have been going 40 miles an hour. The only way I could stop was to pitch the bike and myself into a tree. Subsequently, I lost 40 seconds debarking myself and getting back on the trail. I changed the brake fluid at the first gas stop and the rest of the day went well. It's good to see Eric back on the gas; he heals as fast as he rides!"

Mashbir had a 17-second lead on King at the home check, and wasn't about to relinquish it in the final moto. He holeshot and won his moto by 10 bike lengths, then followed that performance up with a win in the prestigious Dash for Cash. The latter victory earned him $200.

Results

O/A: 1. Eric Mashbir (Hus); 2. Jon King (Suz); 3. Phil Douglas (Hon); 4. Josh Chandler (Hon); 5. Steve Shoemaker (Yam); 6.

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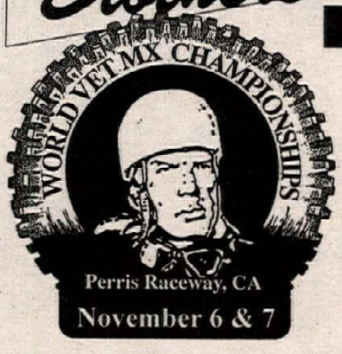

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SUNDAY
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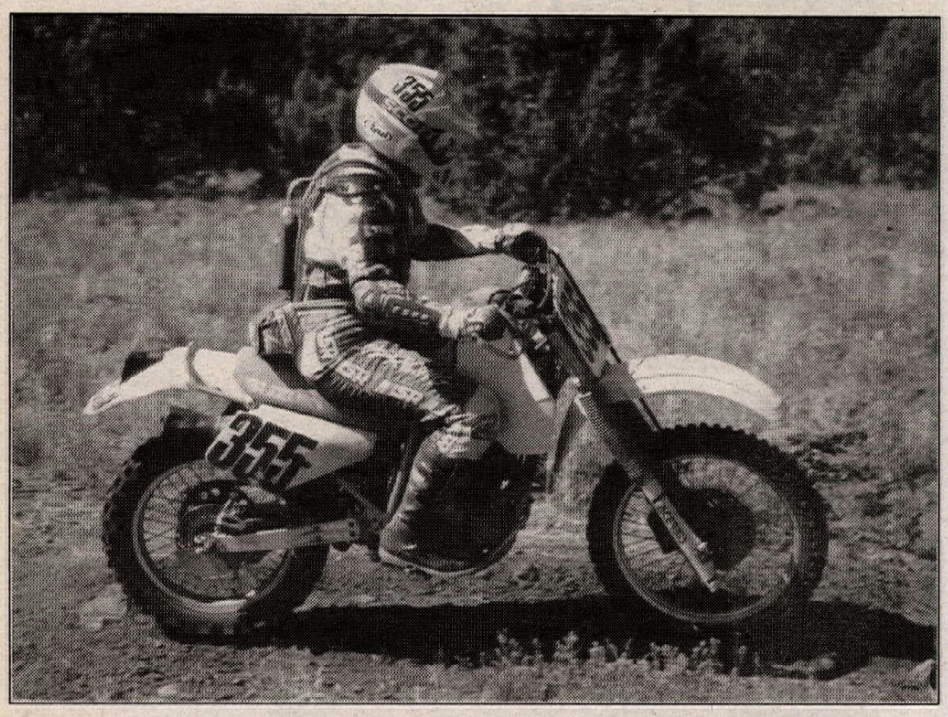

Greg Williams rode to the 40+ class victory in the Prescott Mountain 100 HS.

Matthew Wallace (Yam); 7. Ryan O'Callaghan (Kaw); 8. Jason Edie (Hon); 9. Allan Cassaro (Hon); 10. Tony McGrath (Suz).

OPEN A: 1. Ryan O'Callaghan (Kaw); 2. Jerry Fouts (Hon); 3. Troy Winslow (KTM); 4. Stephen Sattler (KTM); 5. Todd Winslow (Hus).

250 A: 1. Eric Mashbir (Hus); 2. Jon King (Suz); 3. Phil Douglas (Hon); 4. Josh Chandler (Hon); 5. Steve Shoemaker (Yam).

200 A: 1. Bryan Marshall (Kaw).

125 A: 1. David Booth (Kaw); 2. Pat Garrahan (Hon).

350 4-STRK A: 1. John May (Hus); 2. Dan Marshall (Suz); 3. Jason Lowe (Hon).

OPEN 4-STRK A: 1. Glenn Martinson (Hon); 2. Colin MacDonald (Hus).

VET A: 1. John Mason (Yam); 2. Curt Wilcox (Hon); 3. David Froman (Kaw); 4. Curt Kiser (Yam); 5. Robert Rice (KTM).

SR A: 1. Bruce Rust (Suz); 2. Rick Beckstrom (Hon); 3. Gary Vanderpool (KTM); 4. Peter Prichard (KTM); 5. Pete Francini (Hus).

S/SR A: 1. Eric Hodel (Hus); 2. David King (KTM); 3. Rick Guidice (KTM); 4. R.K. Johnstone (Yam); 5. Cloyse Holland Sr. (Yam).

WMN A: 1. Debbie Kane (Kaw).

OPEN B: 1. Mike Schraeder (Hon); 2. Christopher Rogers (Hon); 3. Mark Vanderpool (KTM); 4. John Hodel; 5. Richard Townsend (Hon).

250 B: 1. Todd Doll (Suz); 2. Andy Sousa (Yam); 3. Marc Wheeler (Yam); 4. Chet Du Bois Jr. (Hon); 5. Zac Cameron (Suz).

200 B: 1. Mark Zela (Kaw); 2. Jeff Geiskopf (Kaw).

125 B: 1. Craig Wesner (Kaw); 2. Jeff Page (Kaw).

350 4-STRK B: 1. Walter Schwarz (Hus); 2. Darrell Bishop (Hon); 3. Pete Vetrano (Hbg).

VET B: 1. Gil Grieve (Hon); 2. John Roberts (Kaw); 3. Ed Golden (Hon); 4. Robert Nash (Suz); 5. Keith Mundy (KTM).

SR B: 1. Rick Crosland (Hon); 2. George Lowe (Suz); 3. Tim Roberts (KTM); 4. Lynn Harrell (KTM); 5. Paul Sciabica (Suz).

S/SR B: 1. Harold Sitton (Kaw); 2. Bruce Neumann Sr. (Suz); 3. Steve Doll (Hus); 4. Bob Collins (Hon); 5. Larry Randal (ATK).

OPEN C: 1. Todd Rayback (Hon); 2. Jeff Deynan (Hon); 3. Todd Beem (Hon); 4. Dave Keil (Kaw); 5. Steven Findlay (Hon).

250 C: 1. Tom Lynn (Suz); 2. Aaron Sykes (Kaw); 3. Floyd Davis Jr. (Suz); 4. Larry Collum (KTM); 5. Tony Albano (Yam).

200 C: 1. Rick Purcell (Kaw); 2. James Becken (Kaw); 3. Mike Luberto (Kaw); 4. Michael Sitton (Kaw); 5. Steve Wood.

125 C: 1. Rod Kreiss (Suz); 2. Steve Williams (Suz); 3. Mike Stalling (KTM).

OPEN 4-STRK C: 1. Jay Haughey (Hon); 2. C.T. Pierson (ATK).

350 4-STRK C: 1. Glenn Myers (Hon); 2. Kurt Zoetewey (Suz).

VET C: 1. Gary Drews (Kaw); 2. Nelson Fieck (Yam); 3. Martin Nickolauson (Hon); 4. David Klein (KTM); 5. Tim Bennett (KTM).

SR C: 1. Roger Mercer; 2. Bill Taylor (KTM); 3. Jon Spilker (Yam); 4. Peter Lowis (Hon); 5. Karl Nisley (Hon).

S/SR C: 1. C.J. Grasmuck (KTM); 2. Tom Barbour (Suz); 3. Richard Vonderscher (Hon); 4. Orlen Freioli (KTM); 5. Louis Fender (Kaw).

WMN C: 1. Shiela Gaworski (Hon).

Sweetland sweet at Prescott Mtn. 100 Hare Scrambles

By Tony Tellier

CAMP WOOD, AZ, OCT. 3

Garth Sweetland selected an unusual mount - a water-cooled KLX650 four-stroke - and defeated a rapidly-improving Ken Kozlik and perennial foe Destry Abbott for the overall win at the Prescott 100.

Both Sweetland and Abbott made the first of three 31-mile laps in under an hour with Abbott only 11 seconds behind Sweetland. Sweetland's ride was not without incident as a flat rear tire necessitated a wheel change. Sweetland subsequently regained the lead from Kozlik, who took over while Sweetland had pitted. Abbott, like many other riders, also picked up a flat, but unlike other riders, he also over-heated his rear brake and stopped to cool it with water.

Sweetland sailed out to an uncontested lead and went on to the overall and Open Expert class win. Sweetland only averaged 31 mph.

"I was going to get into the engine but a new exhaust system did the trick. It worked great in the rocks. I just used momentum," Sweetland said. You couldn't pick or aim your way through. You just had to gas it. You just can't fight the bike; ride loose. 'The faster you went, the better it was."

Abbott was disappointed with his finish, but certainly not discouraged.

"I thought I had the right bike today but I just can't beat Garth this year," said the '93 number-one plate holder.

The 28 Expert race was a real toughie with Pat Prosser keeping his Husky together this time, putting down Jim Roewer's CR-forked XR600 by seven minutes. The Ladies class turnout was light. Kate Kochenderfer completed both laps and looked fresh at the end while Joanne Paige completed one lap with broken ribs. Paige had moved up from her tiny KX80 to a 250 and was pitched off big time.

Results

O/A: 1. Garth Sweetland (Kaw); 2: Ken Kozlik (Kaw); 3. Destry Abbott (KTM); 4. Pat Prosser (Hus); 5. Jim Roewer (Hon).

OPEN EX: 1. Garth Sweetland (Kaw); 2. Ken Kozlik (Kaw); 3. Destry Abbott (KTM); 4. Mike Shivers (Kaw); 5. Bryan Bruning (Yam).

28 EX: 1. Pat Prosser (Hus); 2. Jim Roewer (Hon); 3. Tom Freimuth (Kaw); 4. Gwin Vaughn (Hon); 5. Mike Kozlik.

OPEN AM: 1. Parrish Traweek (Hon); 2. Taylor Yancey (Yam); 3. Matt Murphy (Hon); 4. Cullen Crabbe (Kaw); 5. Mark Evans (Kaw).

30 AM: l. Tim Hoban (Kaw); 2. Steve Weinstein (KTM);3. Neil Goodell; 4. Ken Asch (Hon); 5. Ray Plourde (Hon).

200 AM: 1. Steve Richards (Kaw).

VINT: 1. Todd Griswold (Suz); 2. Steve Gabbert (Hon); 3. Richard Wendlandt (Hon); 4. Mike Wadding (Yam).

250 NOV: 1. Lee Johnson (Kaw); 2. Mike Schumacher (Hon); 3. Matt Mullis (Kaw); 4. Jimmy Hicks (Suz); Mike Jankowski (Kaw).

250 BEG: 1. Mike Kletz (Suz); 2. Gregg Conroy (Hon); 3. Paul Pearson; 4. Mike Collins (Yam); 5. Fred Berryman (Hon).

200 BEG: 1. Jason Haffey (Hon); 2. Jesse Weber (Yam); 3. Steve Combs (Yam); 4. Gene Bryan (Kaw); 5. Nathon Zinzow (Yam).

OPEN NOV: 1. Mark Mychajliw (Kaw); 2. Phil Burns (Hon); 3. Lancer Cramer (Hon); 4. Jorgie Dalegowski (Hon); 5. Vic Encinas (Hon).

CLSSC: 1. Alan Kim (Hon); 2. George Tachick (Yam); 3. Charles McCollough (KTM).

40 NOV: 1. Greg Williams (Suz); 2. Pat Hoban (Kaw); 3. Mark Schmittou (Suz); 4. Jay Morgan (Hon).

OPEN BEG: 1. Todd Phares (Kaw); 2. Jeff Dwight (Hon); 3. Eric Pavolka (Hon); 4. Jim Vesterdal (Hon); 5. Robert Sauer (Kaw).

50 VET: 1. Tom Schmid (Hon); 2. John Kozlik (Kaw); 3. Don Bull (Hon); 4. Craig Ashbaucher (Hon); 5. Gary Jensen (KTM).

30 NOV: 1. Mike Tongen (Hon); 2. Ben Urrea (Hon); 3. John Peckardt (Hon); 4. Larry Beshaw (Kaw); 5. Gary Orter (Hon).

200 NOV: 1. Joe Halik (Yam); 2. Curt Crenshaw (Hon); 3. Danny Fahey (Suz).

WMN: 1. Kate Kochenderfer (Hon); 2. Joann Paige (Hon).

SPTSMN: 1. Clint Stephen (Hon); 2. Mark Crotts (KTM); 3. Larry Jannusch (Hon); 4. Eric Winters (KTM); 5. Richard Bragg (KTM).

IRON MINI: 1. Jake Zukowski (Hon); 2. Dayton Raper (Kaw); 3. Robbie Johnson Jr. (Hon).

MINI AM: 1. Jake Zukowski (Hon); 2. Dayton Raper (Kaw); 3. Jai Valdez (Kaw); 4. Robbie Johnson Jr. (Hon).

MINI NOV: 1. Travis Zukowski (Hon); 2. Jeremy Anderson (Hon); 3. Chad Berryman (Hon); 4. Jeremy Stibbens (Kaw).

MINI BEG: 1. Tim Berryman (Yam); 2. Jon Neill (Hon); 3. John Maland (Yam); 4. Derek Stibbens (Kaw); 5. Daniel Cox (Kaw).

Thorwaldson tough at Silver State Motocross

By Joan Tiearney

CARSON CITY, OCT. 3

Competing for Big Valley Honda in the Vet Pro class, Rich Thorwaldson scored a win in the Northern Nevada Dealer Challenge at Silver State Raceway.

In moto one, Big Valley Honda/Yoko Vet Pro, Thorwaldson grabbed the holeshot and was only threatened once by Kawasaki rider Mark Nason on lap four. Nason pulled off the track unable to finish the race. Meanwhile, BVH rider Stuart Vogel hung onto second. BVH rider Tim Dyer gated poorly and had to play catch-up. Dyer worked into third with two laps remaining. Dyer made the pass on Vogel, but would not catch Thorwaldson. Randy Appleton, a newcomer to the Vet Pro class, ran in fourth, and Marty Pisano held on to fifth place. Thorwaldson won, Dyer was second, Stuart Vogel third, Randy Appleton fourth and Marty Pisano fifth.

Vogel holeshot moto two with brother Steve on his tail as Thorwaldson and Robert Hansen battled for position. Vogel held the lead for two laps, but Thorwaldson aced the tabletop jump and passed him in the air. Hansen passed Vogel on lap two and set his Yamaha on cruise. Thorwaldson smoothly pulled away from the pack with at least a 10- bike lead. Vogel and Hansen had the only battle going for second, while Appleton and Dyer ran in fourth and fifth. When the checkered flew, it was Thorwaldson and Big Valley Honda with the Dealer Challenge win. Vogel captured second overall, and Dyer scored a 2-5 for third overall. Appleton went 4-4 for fourth. Hansen finished fifth.

A fair turnout of 60cc riders hailed to the first turn with Kimco Cycles' Richard Duncan chewing up the competition and never letting off the gas. Running second was Jimmy Hazel. Tommy Jones ran third with Marshall Wright in fourth; Matt Forbes and Shami Stillmock of the racing Stillmocks rounded out the field. Hazel went down in the complicated whoop section and couldn't get his bike going. Jones slipped by and took over second place. Hazel tried to catch up but crashed again. Out front, Duncan continued to dominate and brought in the checkered. Jones was second, and Hazel third. Marshall Wright got fourth and Forbes fifth.

Duncan again got the holeshot as Hazel, Jones and Wright gave it all they had. Hazel again had some bad luck, crashing in the back section and leaving second place open for Jones. After six laps, it was Duncan in for the overall victory while Jones got second with a consistent 2-2. Hazel finished a third, Wright was fourth, and Stillmock fifth.

Results

60: 1. Richard Duncan (Kaw); 2. Tommy Jones (Kaw); 3. Jimmy Hazel (Kaw); 4. Marshall Wright (Hon); 5. Shami Stillmock (Yam).

80 (9-11): 1. Nathan Tiearney (Hon); 2. Rocky Audenreid (Hon); 3. Justin Wilson (Hon); 4. John Hanks (Hon).

80 (12-16): 1. Jacob Wilcox (Yam); 2. Jess Duncan (Kaw); 3. Cody Killam (Kaw); 4. Thomas Miller (Hon); 5. Dustin Miller (Kaw).

125 BEG: 1. Douglas Payne (Suz); 2. Cody Killam (Hon); 3. Nathan Dahl (Hon); 4. Bradd Grimm (Suz); 5. Frank Homen (Hon).

125 JR: 1. John DePaun (Hon); 2. Greg DeYoung (Suz); 3. Joe Machado (Hon); 4. Abe Neitling (Suz); 5. Chris Ponsock (Suz).

125 INT: 1. Tim O'Brien (Hon); 2. Dan Cordle Jr. (Hon);

125 PRO: 1. Chris Barker (Hon); 2. Kenny Lash (Hon); 3. Steve Barnett (Suz); 4. Todd McMaster (Hon).

250 BEG: 1. Kevin Mitchell (Yam); 2. Joe Specchio (Hon); 3. Brad Putnam (Suz); 4. Curtis Weethee (Kaw); 5. Thomas Miller (Yam).

250 JR: 1. Greg King (Kaw); 2. Brian Dziminski (Hon); 3. Judge Smith (Kaw); 4. Buzz Wilson (Kaw).

250 INT: 1. Willie Heiss (Kaw); 2. Justin Tiearney (Hon).

250 PRO: 1. Stee Hawkins (Suz); 2. Scott Stillmock (Hon); 3. Darrell Chapman (Kaw); 4. James Morningstar (Hon).

UTH: 1. Dave McCombs (Suz); 2. Stuart Vogel (Hon); 3. Jim Fry (Hon); 4. Layne Kolbet Hon); 5. Dennis Denault (Hon).

VET JR: 1. Lance Johnson (Kaw); 2. Kevin Mitchell (Yam); 3. Brad Putnam (Suz); 4. John Dirickson (Hon).

VET INT: 1. Scott Meyer (Hus); 2. Scott Berry (Hon); 3. Larry Brown (Suz); 4. Larry Jones (Kaw); 5. Randy Jennings (Yam).

VET PRO: 1. Rich Thorwaldson (Hon); 2. Stuart Vogel (Hon); 3. Tim Dyer (Hon); 4. Randy Appleton (Suz); 5. Rob Hansen (Yam).

OT JR: 1. Robert Cohelan (Yam); 2. R.C. Moser (Suz); 3. Bob DelCarlo (Yam); 4. Elmer Cantion (Mai).

OT INT: 1. Charles Grant (Hon); 2. Bob Fabel (Hon).

OT MSTR: 1. Pete Vandenberg (Hon); 2. Tom Muto (Hon); 3. Clayton Ross (Suz).

Austin triples at Hunt MX

By Michael Harasmisz

HUNT, NY, OCT. 3

Brian Austin took home the lion's share of the Expert purse as he piloted his Kawasaki to a three-class sweep at the fourth annual Scott USA Day at Hunt Moto Park. Austin won every moto in the Senior A, 25+ Expert and 250cc Expert classes.

In the first 250cc Expert moto, Austin grabbed the holeshot and went on to lead every lap as he pulled out a large advantage and settled into a steady pace for the moto win. Bill Silvarole moved by Joe Ellington at the halfway point for second at the finish. Ellington dropped off the pace and finished third.

Austin rounded the first turn with Silvarole and Marty Merz in the second moto, which would turn out to be a fight to the finish. Austin and Silvarole quickly pulled away from the other riders as they battled for the lead, trying many different lines all over the track. It was a seesaw battle as Silvarole closed in the tighter sections and Austin would pull away on the faster areas. Austin took the moto and the overall with Silvarole second. Ellington was again third.

In 25+ Expert action, Austin led every lap, with Ted Holt second and Joe Ellington third. The second moto was a carbon copy of the first. In the first Senior A moto, Austin again was up front with Holt and Merz close behind. Holt stayed close to Austin for the first half of the moto as they pulled away from Merz. Austin took another win for the day as Holt was second and Merz third. Austin, Holt, and Merz were first, second, and third in the second moto.

Just as Austin dominated his classes Doug Retterer did the same to the Schoolboy and 125cc Amateur classes. Retterer grabbed the holeshot in every moto and went on to take the wins by large margins.

Results

P/W: 1. Michael Sick (Yam); 2. Kenneth Nichols (Yam); 3. Troy Clark (Yam); 4. Jeffrey Mort (Yam); 5. Matthew Coast (Yam).

60: 1. Jamie Robinson (Kaw); 2. Bob Silvarole (Kaw); 3. Jack Carpenter (Kaw); 4. Aaron Sheppard (Kaw); 5. Bradley Bourne (Kaw).

MINI JR: 1. Bear Hughson (Kaw); 2. Aaron Dieter (Suz); 3. Adam Bourne (Kaw); 4. Jamie Robinson (Kaw); 5. Bob Silvarole (Kaw).

MINI SR: 1. Casey Higgins (Kaw); 2. Paul Carpenter (Hon); 3. John Harkness (Suz); 4. Mike Lengo (Suz); 5. Bear Hughson (Kaw).

MINI COMB: 1. Paul Carpenter (Hon); 2. Casey Higgins (Kaw); 3. John Harkness (Suz); 4. Shawn Ross (Hon); 5. Matt Sick (Suz).

SCHBY: 1. Doug Retterer (Kaw); 2. Michael Thesing (Kaw).

17-24 COMB: 1. Scott Ghidiu (Kaw); 2. Darrell Stone (Kaw); 3. Tom Whaley (Suz); 4. Tim Pustelak (Suz); 5. Mark VanNorman (Kaw).

125 BEG: 1. Matt Cutaia (Kaw); 2. Kevin Becker (Yam); 3. Greg Brown (Kaw); 4. Pat Ferster (Suz); 5. Brett Chibby (Kaw).

250 BEG: 1. Mike Warren (Kaw); 2. Gary Dulski (KTM); 3. Jay Ballard (Suz); 4. Jeff Canale (Hon); 5. Michael Mamrano (Kaw).

125 NOV: 1. Baird Hageman (Hon); 2. Marshall Codding (Suz); 3. Chris Barden (Hon); 4. Brian Wellman (Yam); 5. Dean Armstrong (Suz).

250 NOV: 1. John Mercier (Yam); 2. Marc Giannini (Suz); 3. David Ragaisis (Kaw); 4. Tom Meritt (Hon); 5. Doug Orser (Hon).

125 AM: 1. Doug Reterer (Kaw); 2. Chris VanHyning (Yam); 3. John Grabowski (Suz).

250 AM: 1. Chris VanHyning (Yam); 2. Jim Cory (Kaw); 3. Bob Kelly (Yam); 4. Craig Whestine (Kaw); 5. Chris Livermore (Kaw).

VINT/WDS: 1. Wayne Barber (Kaw); 2. Marc Giannini (Suz); 3. Scott Flohr (Suz); 4. Norman Smith (Yam); 5. Oscar DeJac (Kaw).

25+ AM: 1. Scott Rhinehart (Kaw); 2. Tim Becht (Kaw); 3. Wayne Barber (Kaw); 4. Craig Whetstine (Kaw); 5. Kevin DeJac (Hon).

25+ EX: 1. Brian Austin (Kaw); 2. Ted Holt (Yam); 3. Joe Ellington (Yam).

SR C: 1. Don Carmen (Yam); 2. Roy Ernst (Suz); 3. David Raraisis (Kaw); 4. Bob Frederick (Hon); 5. Daniel Crowner (Yam).

SR B: 1. Kent MacFarlene (Kaw); 2. George Terzian (Hon); 3. Wayne Barber (Kaw); 4. David Carmen (Yam); 5. Kevin DeJac (Kaw).

SR A: 1. Brian Austin (Kaw); 2. Ted Holt (Yam); 3. Marty Merz (Kaw); 4. Jeff Fregoe (Kaw); 5. Brian Broadwell (Suz).

125 EX: 1. Bill Silvarole (Kaw); 2. Donald Schmidt (Kaw); 3. Mark VanNorman (Kaw); 4. Scott Ghidiu (Kaw); 5. Brian Tyler (Suz).

250 EX: 1. Brian Austin (Kaw); 2. Bill Silvarole (Kaw); 3. Joe Ellington (Yam); 4. Marty Merz (Kaw); 5. Scott Ghidiu (Kaw).

VINT EXHIB: 1. Norman Smith (Yam); 2. George Terzian (Hus); 3. Eddie VanBallegooyen (Yam); 4. Chris VanHyning (Suz); 5. Mike Robinson (Mon).

Hammel breezes to Mountain View Motocross wins

By Frank Wiersma

TUCSON, AZ, SEPT. 25

On the first night of a two-race mini-series, George Hammel rode his Yamaha to two easy wins in the 125cc Beginner Class at Mountain View MX in Tucson. The rest of the class had more of a battle, with Marty Hernandez taking second in the first moto but falling to 10th in the second to finish fifth overall. Greg Brydle had his problems in the first moto, finishing 13th but came back strong to take second in moto two, still not enough for a trophy. Shane Anderson and Ryan Evans never excelled but were more consistent, going 4-3 and 3-4, respectively for the third and fourth place trophies.

Shane Anderson also double-classed , riding well as a 250cc Beginner and winning the first moto. Andy Bohr was second after a fourth-place start. Bohr came on strong early to take first in the second moto while Anderson finished third behind John Rogers. Rogers had a slow start in the first moto and worked his way up to fifth place, but the combined scores were enough to give him the third place trophy. Bohr's strong ride in the second moto kept him in front all the way for first overall. The second-place trophy went to Anderson.

Willie Giroir had his way in the Senior class, winning both motos. Carlos Almada was third.

Paul Burger Jr. traded wins with Nathan Rivera in the 60cc (9-11) class with Burger coming out on top of the total points tie by winning the second moto over a consistent Ryan Wilson, who grabbed a couple of seconds for the night.

Results

50 BEG: 1. Sean Shelton (Yam); 2. Kyle Rivera (Yam); 3. Cory Burns (Yam); 4. Steven Stultz (Yam); 5. Estevan Moreno (Yam).

50 NOV: 1. Ronnie Gamble Jr. (Yam); 2. Chris Mayo (Yam); 3. Ranel Cox (Yam); 4. Paul Pearcy (Yam); 5. Dennis Jonon (Yam).

50 MOD: 1. Ronnie Gamble Jr. (Yam); 2. Ranel Cox (Yam); 3. Sean Shelton (Yam); 4. Steven Stultz (Yam).

60 (0-8): 1. Chad Lambert (Kaw); 2. Joshua Reed (Kaw); 3. Chris Mayo (Kaw).

60 (9-11): 1. Paul Burger (Kaw); 2. Ryan Wilson (Hon); 3. Nathan Rivera (Kaw); 4. Andrew Moreno (Kaw).

60 MOD: 1. Andrew Moreno (Kaw); 2. Nathan Rivera (Kaw); 3. Paul Burger (Kaw); 4. Nic Shaffer (Yam); 5. Dillen Suber (Yam).

80 BEG: 1. Brandon Wesson (Yam); 2. Bobby Sawyer (Hon); 3. Matt Earls (Yam); 4. Cory Pankow (Hon); 5. Michael Jones (Kaw).

80 NOV: 1. George Hammel (Suz); 2. Klint LaPlante (Suz); 3. Jason Smith (Yam).

125 NOV: 1. Casey Peck (Yam); 2. Michael Weining (Hon); 3.

Brandon Howard (Suz); 4. Rich Mequia (Hon); 5. Nick Matko (Suz).

125 INT: 1. Deano Cowan (Hon); 2. Jeff Piasecki (Suz); 3. Mike Calhoun (Kaw); 4. Jeremy Giroir (Yam).

250 BEG: 1. Andy Bohr (Kaw); 2. Shane Anderson (Hon); 3. John Rogers (Hon); 4. Steve Somerville (Hon); 5. Adam Bode (Hon).

250 NOV: 1. David Dahlen (Yam); 2. Jason Alegria (Hon); 3. Steve Stultz (Hon); 4. Harry Nevel (Suz); 5. Chris Jordan (Hon).

250 INT: 1. Jeremy Giroir (Yam); 2. Brian Highsmith (Yam).

OPEN BEG: 1. Rob Dysinger (Hon); 2. Todd Scoggin (Hon); 3. Ragnaar Soong (Hon); 4. Tony Shelton (Hon).

OPEN NOV: 1. Rocky Robling (Hon); 2. John Luis (KTM).

SR NOV: 1. Willie Giroir (Yam); 2. John Rogers (Hon); 3. Carlos Almada (Kaw); 4. Steve Somerville (Hon); 5. David Johnson (Yam).

SR INT: 1. Jeff Piasecki (Suz); 2. Brian Highsmith (Yam).

T/RDR: 1. Frank Gamez (Yam); 2. Eric Deubert; 3. Sean Bowman (Hon); 4. Brad Dorsey (Hon); 5. Dustin Schaub (Kaw).

Fairfax flies at King Philip West Enduro

By Michael Snyder

WRENTHAM, MA, OCT. 3

It would be Husqvarna support rider Mont Fairfax showing all his NETRA rivals that the time he has spent on the AMA National Enduro circuit hasn't been for nothing as the WR360-mounted competitor claimed the overall honors at the King Philip West enduro.

Before the race, nearly everyone pointed to factory Husqvarna national star Kevin Hines as the most likely winner of the event, but as the competitors began their 65-mile run, it became clear that the club had done a skillful job at check placement as nearly all of the top contenders for the overall honors had dropped a three at the first checkpoint.

After zeroing the second check, things started shaping up in the battle for the win as Fairfax, Hines and reigning Grand Champion Paul Milliken had all dropped a two while their rivals all dropped a three at the third check. The first security check, the fifth, would see Hines top the chart as he blistered through the tight Franklin forest section with a 6.55. Hot on his heels was his fellow national campaigner Fairfax as he ran through the flags at 7.20.

After zeroing the sixth check, Hines had the misfortune to smash his shift lever into a rock which quickly ended his day.

"I hit a rock after the known control which damaged my shifting mechanism," Hines said. "I realized something was wrong when I couldn't get the machine to shift properly and I was only able to get it to move from fourth to third until it finally jammed itself into first - for good."

The big controversy of the day was the score that front-runner Fairfax acquired through the last section as he ended up with a 4:51 while overall contenders Rick Claxton would drop a 8:32 and Milliken would claim 8:37 at the flags. Those scores were especially interesting when you consider that Fairfax was battling with Milliken through the later stages of that particular section and he was on minute 15 compared to Milliken's starting minute of 11 which led to accusations by a few riders that Fairfax cut the course, either unintentionally or otherwise. A protest was called and the competition committee met to discuss the situation. Afterwards, it was decided to let the standings stay the way they were. When the dust settled, Fairfax claimed his first overall win in NETRA competition with a score of 21. Current points leader Claxton slipped by Milliken to claim second overall.

Results

O/A: Mont Fairfax (21).

A H-PT: 1. Dave Gunn (27).

B H-PT: 1. Paul Courville (42).

C H-PT: 1. Barry Stadler (53).

AA: 1. Rick Claxton; 2. Paul Milliken.

A B/W: 1. Michael Haas; 2. James Burns; 3. John Hacia.

A L/W: 1. Steve Vanasse; 2. James Kelly; 3. Larry Pugrab.

A H/W: 1. Jim Mitchell; 2. Mike Zahansky.

A VET: 1. Steve Peloquin; 2. Pete St. Pierre; 3. Max Parkes.

A SR: 1. Jerry Randall; 2. Bill Johnson; 3. Irving Witkop.

A S/SR: 1. Ron Ryan.

A 4-STRK: 1. Marc Giroux; 2. Denis Libersan.

B B/W: 1. Mike Formanek; 2. Mark Bouvier; 3. Tim Murphy.

B L/W: 1. Rod Ackley; 2. James Roberge; 3. Fred Goldbery.

B H/W: 1. Andy Hansen; 2. Mattew Davidson; 3. Phillip Steel.

B VET: 1. Dennis Gath; 2. Alan Vetri; 3. Layne Dottinger.

B SR: 1. Ron Courtemanche; 2. Robert Landry; 3. Earl Weller.

B S/SR: 1. Todd Levesque.

B 4-STRK: 1. Geoff Wurlitzer; 2. Bill Drummey.

C B/W: 1. David Simpson Sr.; 2. Mark Beauwegard; 3. Bob Stadler.

C L/W: 1. Robert Burgeli; 2. Byran Liebenthal; 3. Herbert Fiscles.

C H/W: 1. Gary Grace; 2. Larry Smith.

C VET: 1. Daniel Joseph; 2. David Dutra; 3. B. Edwards.

C SR: 1. John Duguite.

C 4-STRK: 1. Gregory Wurlitzer; 2. Kevin Howie; 3. Joel Cantola.

Barker prevails at Mountain View Motocross

By Frank Wiersma

TUCSON, AZ, OCT. 2

Tim Barker, a relative newcomer to Mountain View MX, came down from Phoenix for the second night of a two-race mini-series to take home the first-place trophy in the 250cc Novice class.

Mont Fairfax scored a win at the King Phillip West Enduro in Massachusetts.

Barker was in front all the way during the first moto and finished second in moto two after starting in third place. Sean Green won the second moto but had finished fourth in the first moto, which was good enough for second overall. Third and fourth place finishes went to Chuck Bisceglie and David Dahlen.

George Hammel ran his last 125cc Beginner ride, taking another easy pair of wins to push himself up to Novice the next time out. Marty Hernandez and Shane Anderson again battled for second in moto one with Hernandez getting the nod. Anderson's second-place finish in the second moto gave him the second-place trophy.

Taylor Vanderpool had things his own way in the first moto of the 80cc Beginner class after passing Brandon Wesson on the second lap and holding his lead through the finish. Wesson was not far behind. Vanderpool's dead-last start in the second moto ruined his chances for another win, but he managed fifth place for a third place overall. Wesson led all the way. Meanwhile, Bobby Sawyer finished 3-2 for second overall.

Results

50 BEG: 1. Sean Shelton (Yam); 2. Cory Burns (Yam); 3. Wendy Jonon (Suz); 4. Kyle Rivera (Yam); 5. Estevan Moreno (Yam).

50 NOV: 1. Ronnie Gamble Jr. (Yam); 2. Chris Mayo (Yam); 3. Ranel Cox (Yam); 4. Dennis Jonon (Yam).

50 MOD: 1. Ronnie Gamble Jr. (Yam); 2. Sean Shelton (Yam); 3. Ranel Cox (Yam).

60 (0-8): 1. Chad Lambert (Kaw); 2. Chris Mayo (Kaw); 3. Joshua Reed (Kaw).

60 (9-11): 1. Paul Burger (Kaw); 2. Ryan Wilson (Hon); 3. Kevin Lusk (Kaw); 4. Andrew Moreno (Kaw); 5. Nathan Rivera (Kaw).

60 MOD: 1. Nathan Rivera (Kaw); 2. Paul Burger (Kaw); 3. Andrew Moreno (Kaw); 4. Kevin Lusk (Kaw); 5. Nic Shaffer (Yam).

80 BEG: 1. Brandon Wesson (Yam); 2. Bobby Sawyer (Hon); 3. Taylor Vanderpool (Yam); 4. Mike Jones (Kaw); 5. Chris Shaffer (Hon).

80 NOV: 1. George Hammel (Suz); 2. Jason Smith (Yam); 3. Gregory LaPlante (Suz); 4. Mike Foster (Yam); 5. Thomas Stuckey III (Yam).

125 NOV: 1. Brandon Howard (Suz); 2. Michael Weining (Hon); 3. Casey Peck (Yam); 4. Richard Mequia (Hon).

125 INT: 1. Jeff Piasecki (Suz) 2. Tim Widener (Suz); 3. Jeremy Giroir (Yam); 4. Mike Calhoun (Kaw); 5. John Jannsen (Hon).

250 BEG: 1. Ken Howden (Suz); 2. Jerl Morgan (Yam); 3. John Rogers (Hon); 4. Carlos Almada (Kaw); 5. Adam Bode (Hon).

250 NOV: 1. Jim Barker (Hon); 2. Sean Green (Suz); 3. Chuck Bisceglie (Hon); 4. David Dahlen (Yam); 5. Stacey Miller (Yam).

250 INT: 1. Jeremy Giroir (Yam); 2. Pat Eggman (Yam); 3. Brian Highsmith (Yam).

OPEN BEG: 1. Todd Scoggin (Hon); 2. Ragnaar Soong (Hon); 3. Donny Dains (Hus); 4. Rob Dysinger (Hon).

SR NOV: 1. Rocky Robling (Hon); 2. Paul Burger (Suz); 3. John Rogers (Hon); 4. Frank Gamez (Yam); 5. Carlos Almada (Kaw).

SR INT: 1. Tom Hawkes (Yam); 2. Jeff Piasecki (Suz); 3. Jim Barker (Hon).

PRO: 1. Eric Anderson (Suz); 2. Justin McMurrich (Suz); 3. Mark Traversy (Yam); 4. Danny Bonham (Yam); 5. Alex McElyea (Suz).

TRL RDR: 1. Andrew Steffek (Suz); 2. Jack Ogle (Yam); 3. Dustin Schaub (Kaw); 4. Darcy Weidenbach (Hon).

Freddette annihilates Red Brush Enduro

By Bob Bean

CULVER, IN, SEPT. 26

Jeff Freddette, riding a Kawasaki KDX200, once again proved that after riding the Plymouth Blackhawks Red Brush Enduro for about the 15th year, he definitely knows the fastest ways through the midwest area's tight woods sections and river bottoms as he blazed his way to the overall win, besting his nearest competition by seven points.

Ron Scharphorn from Grandville, Michigan blasted his way to High-Point A honors with a

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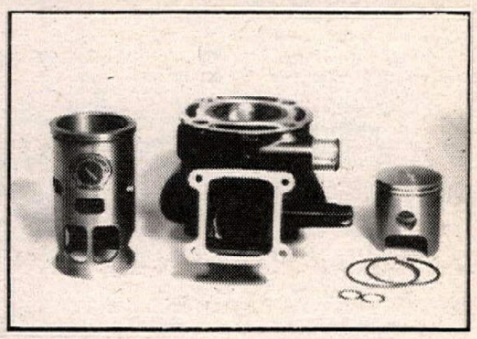

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EVENTS

Tyson Vohland (37) held off Jeff Pestana (116) at the Sandhill Ranch MX.

Ken Reed (58) raced Bob Arens (86) in the 125cc Novice class at LACR MX.

13-point loss on his KTM while Harold Collins, another Michigan rider, took his Kawasaki to the High-Point B win with a 16-point ride.

The first river crossing was just two miles from the start. This was as far as some riders got, as they found out their waterproofing wasn't up to the job. Freddette, riding on row 30, hit the water like he could walk on it, which is just about what he did as he never slowed down and skimmed across the river like he was in a boat. This maneuver helped Fredette shave quite a bit of time as he was the only rider to arrive at the first check with a five-point loss.

All the top riders zeroed the next several checks, but at check four Freddette stretched out his lead by only dropping one point while Scharphorn, Bob Bean, and Larry Berquist each lost three points following the hare scrambles course section. Following this section were several short easy woods that saw most riders zero two or three checks. Most of the rest of the enduro featured fairly easy sandy woods trails and open forest lanes that would see the faster riders averaging 24 mph easily.

Going into the eighth check, Fredette once again pulled further out in front by carding a two point loss to Bean's three points and Scharphorn's four points. Collins hit this check five minutes late. At the ninth check, Bean got burned by hitting the check three seconds hot for a loss of two points while most of the other riders all zeroed it. Fredette went on to zero the last two checks while many riders lost points.

Results

O/A: 1. Jeff Fredette (Kaw); 2. Ron Scharphorn (KTM); 3. Harold Collins (Kaw); 4. Larry Berquist (Yam); 5. Bob Bean (KTM).

H-PT A: 1. Ron Scharphorn (KTM).

H-PT B: 1. Harold Collins (Kaw).

200 A: 1. Terry Bender (Kaw); 2. Steve Scherer (Kaw); 3. Craig Hayes (Hus); 4. Don Rainey (Kaw); 5. Les Troyer (Kaw).

250 A: 1. Larry Berquist (KTM); 2. Matt Wingo (Suz); 3. Steve Narel (Kaw); 4. Jeff Haasl (Suz); 5. Aaron Barth (KTM).

OPEN A: 1. Don Metz (KTM); 2. Rodney Brown (KTM); 3. Brent Dillman (Hus); 4. Steve Comer (KTM); 5. Brett Parks (KTM).

SR A: 1. Bob Bean (KTM); 2. Dan Smith (KTM); 3. Terry Flynn (Hon); 4. John Montgomery (Hon); 5. Cloyce Brinkerhoff (Hus).

S/SR: 1. Carl Scharphorn (KTM); 2. Cornelius Scharphorn (KTM); 3. Russell Matthews (KTM); 4. Dan Crusciel (C-A).

125 B: 1. Dan Smith (KTM); 2. Darrin Bradly (Kaw); 3. Norman Scherer Jr. (Yam).

200 B: 1. David Conti (Kaw); 2. Jack James (Kaw); 3. Phillip England (Yam); 4. Leonard Austin (Kaw); 5. William Leonard (Kaw).

250 B: 1. Rob McGee (Suz); 2. Miro Porony (Suz); 3. Jack Mcintyre (KTM); 4. Troyer Bland (Suz); 5. Scott Matthews (KTM).

OPEN B: 1. Brad Foster (KTM); 2. Eric Thomas (Kaw); 3. Wes Habernehl (KTM); 4. Kirk Teavault (KTM); 5. Alan Flick (KTM).

SR B: 1. Joe Daugherty (Hon); 2. P.L.Smith (Hus); 3. Jeff Fisher (Kaw); 4. Tom Brown (Kaw); 5. Joe King (Suz).

4-STRK B: 1. James Dinkley (Hon); 2. Shane Nalley (Hon); 3. Mark Hainen (Hbg); 4. Ken Eby (Hon); 5. Gerald Ringham (Hon).

C CL: 1. Paul Hahn (Kaw); 2. Gary Florence (Kaw); 3. Randy Wagahoff (Kaw); 4. Greg Starnes (Hus); 5. Dave Kyle (Hon).

Shaut takes one at Bath Trial

By Don Allis

BATH, NY, OCT. 3

Donald Shaut had one more clean section and edged Robert Brown in the Novice class at the Bath Trials after both riders tied with a score of 36 points.

The Senior B class was won by Richard Clark with a score of 18 points. The Super Senior class winner was Richard Oliver with the lowest score of 22 points.

Section one proved to be a very good challenge to the Novice Class riders. After dropping into a creek bed, the riders had to ride out the other side of the creek bed and turn right back into the same rock laden creek bed. From here the riders had a choice of four or five different lines to the exit.

The Rookie Class was won by Jacob Morton with a score of nine points. In the Expert class, Mike Komer came away the winner with a total of 15 points, while David Reed won the Advanced class with a total of 66 points. Section four started in a ravine with a short climb onto a side hill, then on to a short run at a larger climb up a hill. It was here the riders could float a turn or hop into position to attack the hill climb. Many of the top riders were able to hop and position themselves for the hill climb, while the others had a harder time with the hill climb.

The Intermediate Class was won by Charlie Camin with a score of 12 points. The Senior A Class winner was Laverne Bowen, also with a score of 12 points. Sections seven and eight were continuous sections up another creek bed. Section eight did not seem to be a problem for the Intermediate Class riders, but Section seven would take a point here and there.

Results

EX: 1. Mike Komer (15); 2. Keith Winters (33); 3. Chris Aronald (36); 4. Mark Buczuowski (45,31); 5. George Brinkwart (45,30).

ADV: 1. David M. Reed (66); 2. Robert Kuzneski (71); 3. Regan Faught (88); 4. John Jelliff (104).

INT: 1. Charlie Camin (12); 2. Mark Pettit (22); 3. Matt Hughson (28); 4. Bart Lucas (32); 5. Tom Manogue (35).

SR A: 1. Laverne Bowen (12); 2. Robert Foringer (17); 3. Dave Karst (21); 4. Stephen Fedorka (30); 5. Andre Burke (51).

NOV: 1. Donald Shaut (36,34); 2. Robert Brown (36,33); 3. Gary Brogdale (39); 4. Scott Kelsey (42); 5. Charles Deangelo (45).

SR B: 1. Richard Clark (22); 2. Richard Thompson (48); 3. Chester Covert (76).

S/SR: 1. Richard Oliver (22); 2. Ron Bors (24); 3. Tony Falumbo (36); 4. Larry Lovell (41); 5. John Knapp (43).

ROOKIE: 1. Jacob Morton (9); 2. Tom Spath (20); 3. Terry Graves (32); 4. Perry Brandow (45); 5. Eric Reed (51).

Vohland victorious at Sandhill Motocross

By Tim Quinn
Photo by Mark Hawkins

SANDHILL RANCH, CA, OCT. 17

Tyson Vohland took the win in the 250cc Pro class at round five of the GFI Racing-North Battle of the 90's Fall Motocross Series.

When the gate dropped for the first moto of the 250cc Pro's, Dan Paladino pulled off the holeshot followed by Jon Nicolaus and Josh Boykin. As the riders had disappeared for a moment on the freeway downhill, Vohland took the opportunity to take the lead. Nicolaus held on for second, with Paladino moving around Boykin for third. Vohland quickly began to open up a gap between himself and Nicolaus. Vohland and Nicolaus still held the top two spots as Paladino and Jeff Pestana began to battle for third. Behind the sand hill, Pestana moved underneath Paladino to take over third. One lap later, Pestana also passed Nicolaus to take second. Pestana wasted no time at all closing in on Vohland who had previously looked as if he would be uncontested throughout the race.

The two riders, Vohland and Pestana, began to battle. Pestana constantly changed his lines in an effort to keep Vohland on his toes while he tried to figure out a way to get around the Yamaha rider. Once again, Pestana used the sand hill turn to make his move, taking the lead and never looking back. Vohland was second and Paladino was third at the checkered flag.

As the gate dropped for moto two, there were three riders side by side into the first turn; Vohland, Pestana and Boykin. By the time they had reached the bottom of the sandhill freeway, Vohland had captured the lead and Pestana held second. Boykin was third and Greg Allen fourth with Paladino rounding out the top five. Vohland and Pestana began to battle furiously. Their pace had them quickly opening up a gap between themselves and the rest of the pack. On lap two, on the freeway, Pestana make his move. The two riders disappeared for a moment. When they came into view, it was Pestana leading the race. Unfortunately, a half a lap later Pestana would come to a halt. The chain on his Kawasaki had derailed allowing Vohland to pass and hold a five second lead on the rest of the field. Vohland continued to open up the distance between himself and the rest of the field as he headed towards the victory in moto two. With half a lap to go, Paladino made the pass on Allen to assure himself the second position. The overall results were Vohland, Paladino, Pestana, Boykin and Allen in the top five spots.

Results

50 BEG STK (0-8): 1. Bobby Morello (Yam); 2. Brian Dominguez (Yam); 3. Zachary Flores (Yam); 4. Jeremy Fuller (Yam); 5. David Peterson (Yam).

50 NOV STK (0-8): 1. Cory McDaniel (Yam); 2. Iceman Hernandez (Yam); 3. Snakeman Guisande (Yam); 4. Shredder Navarro (Yam).

50 NOV MOD (0-8): 1. Snakeman Guisande (Yam); 2. Shredder Navarro (Yam); 3. 3. Iceman Hernandez (Yam).

50 BEG SHFT (0-8): 1. Jesse Pavlov (Hon); 2. Troy Clemons (Hon).

60 BEG (0-8): 1. Kellen Chadwick (Kaw); 2. Broc Owens (Kaw); 3. Nick Davis (Kaw); 4. Cory McDaniel (Kaw); 5. Bobby Morello (Kaw).

60 NOV (0-8): 1. Sidney Burrows (Kaw); 2. David Mowery (Kaw).

60 BEG (9-11): 1. Aaron Casados (Kaw); 2. Buffalo Soito (Kaw); 3. Darren Morris (Kaw); 4. James Wright (Kaw); 5. Logan Masterson (Kaw).

60 NOV (9-11): 1. Ryan Morais (Kaw); 2. Robert Harold (Kaw).

80 BEG D-1: 1. Jeff Miller (Kaw); 2. Toby Chalios (Hon); 3. Danny Ornelas (Suz); 4. Peter Dutton (Yam); 5. Ryan McGilloway (Yam).

80 BEG D-2: 1. Michael Patterson (Suz); 2. Joe Archutowski (Hon); 3. Jeremy Long (Hon); 4. Lonny Fritch (Kaw); 5. Erik Granzow (Yam).

80 NOV: 1. Aaron Baker (Yam); 2. Ulysses Pollard (Suz); 3. Auggie Rodriguez (Yam); 4. J.J. Cummings (Suz); 5. David Boothe (Hon).

80 INT: 1. Jeff Northrop (Suz); 2. Aaron Cheselske (Hon); 3. Tyler Evans (Hon); 4. Jess Medley (Suz); 5. Dennis Stapleton (Yam).

125 BEG D-1: 1. Darin Polsley (Suz); 2. Emanuel Manusuthakis (Suz); 3. Jason Ellis (Kaw); 4. Matt Walker (Suz); 5. Nick Pappas (Kaw).

125 BEG D-2: 1. Daniel DeNuzzo (Suz); 2. Mark Cottonaro (Kaw); 3. Jeff Borchard (Hon); 4. Dustin Long (Yam); 5. Seth Martinelli (Suz).

125 NOV D-1: 1. Justin Quinn (Hon); 2. Chris McCallie (Hon); 3. Chad Blake (Suz); 4. Pat Carson (Kaw); 5. Daniel Hodges (Kaw).

125 NOV D-2: 1. Hawk White (Hon); 2. Cory Morais (Kaw); 3. Justin Beeman (Hon); 4. Raymond Blake (Suz); 5. Billy Bright (Kaw).

125 INT: 1. Jason Chisum (Hon); 2. Chad Burleson (Hon); 3. Willie Miller (Hon); 4. Oren Bray (Hon); 5. John Leddy (Suz).

125 PRO: 1. Jeff Pestana (Hon); 2. Dan Paladino (Kaw); 3. Tyson Vohland (Yam); 4. Jeffrey Brownlee (Suz); 5. Tyler Hummel (Kaw).

250 BEG: 1. Jason Batman (Hon); 2. Tim Stroup (Suz); 3. Tim Schott (Yam); 4. Randy Heim (Hon); 5. Sean Large (Yam).

250 NOV: 1. Erich Shofstall (Yam); 2. David Denton (Yam); 3. Brad McLennan (Hon); 4. Richard Quinones (Hon); 5. Doug West (Yam).

250 INT: 1. Ben Vitale (Yam); 2. Steve Piattoni (Suz); 3. Todd Damron (Suz); 4. Shane Wheaton (Kaw); 5. Rick Alves (Yam).

250 PRO: 1. Tyson Vohland (Yam); 2. Dan Paladino (Kaw); 3. Jeff Pestana (Hon); 4. Josh Boykin (Yam); 5. Greg Allen (Kaw).

500 BEG: 1. J. Copeland (Hon); 2. Brent Davis (Hon); 3. Rick DiBasilio (Hon); 4. Barret Griffin (Hon); 5. Pedro Garcia (Hon).

500 NOV: 1. Bob Hershey (Hon); 2. Brad Hetherington (Hon); 3. Paul Armada (Hon); 4. Jimmy Abshire (Hon).

500 INT: 1. Randy Medley (Kaw); 2. Anthony Alves (Hon); 3. David Pile (Hon); 4. Tim Alarcon (Kaw); 5. Willie Conley (Hon).

500 PRO: 1. Keith Mayes (Kaw).

25-29 BEG: 1. Kraig Walker (Kaw); 2. Mike Taylor (Kaw); 3. Rob Eckowitz (Hon); 4. Allen Blanco (Yam); 5. Ken Davidson (Hon).

25-29 NOV: 1. Erich Shofstall (Yam); 2. Jim Dempsey (Hon); 3. Paul Armada (Hon); 4. Brad McLennan (Hon); 5. Timothy Weberling (Kaw).

25-29 INT: 1. Mike Johnson (Suz); 2. Roi Holster (Yam); 3. Troy Burchby (Yam).

VET BEG: 1. Manny Hernandez (Yam); 2. Mark Hawkins (Suz); 3. Rick DiBasilio (Hon); 4. Randy Green (Hon); 5. Mark Foster (Kaw).

VET NOV: 1. Rick Long (Kaw); 2. Brian Odell (Yam); 3. Richard Fajardo (Yam); 4. Ron DiBasilio (Yam); 5. Marty Maloney (Hon).

VET INT: 1. Randy Medley (Kaw); 2. Steve Piattoni (Suz); 3. Steven Richards (Yam); 4. David Montgomery (Yam); 5. Tom Berry (Yam).

VET PRO: 1. Irv Achziger (Kaw); 2. Gary Fargo (KTM); 3. Steve Lawrence (Hon).

OT NOV: 1. Ted Netti (Kaw); 2. Mike Graziano (Hon); 3. Russ Paden (Yam); 4. Bob Kosovilka (Hon); 5. Don Flaner (Kaw).

OT INT: 1. Rich Lokke (Hon); 2. Glenn Pruitt (Hon); 3. Pat Graham (Hon).

OT EX: 1. Bob Hershey (Hon); 2. Wes Broby (Kaw); 3. Alan Posey (Kaw); 4. Jerry Caton (Hon).

WMN: 1. Alicia Stirling (Yam); 2. Susan Andrew (Yam); 3. Lisa Henderson (Hon).

Gribbon grabs gold at LACR MX

By Greg Robertson

PALMDALE, CA, OCT. 15

In the first race out of his usual Mini Novice class, Jake Gribbon jumped aboard a Yamaha YZ250 and proceeded to whip the big boys in the 250cc Beginner class at California Racing Club's Friday night motocross at Los Angeles County Raceway.

Gary Beaird led Jeff Balzer, Chad Davis and Todd Moore to get the first moto underway. Beaird's lead lasted for a lap before he collided with Balzer in a turn and dropped to fifth. Balzer benefitted from the confrontation with the lead over a tight battle for second between Davis and a charging Jon Walgren. At the halfway point, Davis went down in the sand, handing second to Walgren, who now had his hands full with Gribbon.

Gribbon was showing Walgren his front fender in every turn. The battle for second had Gribbon and Walgren within striking distance of leader Balzer. With the white flag out, Gribbon finally made a pass stick to take over second. Balzer won the sprint through the last few corners to take the narrow win over Gribbon. Walgren finished a close third ahead of Beaird.

It was all Gribbon in the second moto. He grabbed the holeshot and said goodbye to the rest of the field. When the checkered flag fell Gribbon had an impressive 15-second lead. Balzer gated in the number two spot and looked to have that position sewn up. Walgren rounded the opening lap in last place and spent the entire moto passing riders, including Balzer on the final lap, to take a well-deserved second place. Balzer's 1-3 finishes edged out Walgrens 3-2 score for the second place trophy.

Shaun Mitchell put his two holeshots to good use by running away with both Mini Novice moto victories. Devin Seeger, Travis Smith and Todd Gosselaar had a knock-down drag-out fight for the runner-up position in the first moto that ended when Smith miscalculated a double jump and crashed. Seeger pulled away from Gosselaar for a second place finish. Smith recovered for a fourth ahead of Dennis Wyman.

With leader Mitchell having a two turn advantage, Smith and Seeger were already banging bars with only the first lap completed in the second moto. Seeger was using every inch of the track in an attempt to find a way past Smith. Seeger got a better drive exiting a corner and sailed past Smith for second with a lap remaining. Seeger held it wide open on the last lap and

closed to within a few bike lengths at the finish. Smith came home for third and third overall ahead of Gosselaar.

Results

P/W B-2: 1. Richard Eubanks (Yam); 2. Ricky Hemme (Yam); 3. Terminator Garcia (Yam); 4. Timmy McDaniel (Yam); 5. Jame Jarbeau (Yam).
P/W B-1: 1. Brett Mountain (Yam).
P/W A: 1. Chris Nihan (Yam); 2. Scott Howe (Yam); 3. Blake Margeim (Yam); 4. Anthony Barbacovi (Yam); 5. Clark Figueras (Yam).
60 BEG: 1. Caleb Gosselaar (Kaw); 2. Blake Margheim (Kaw); 3. Anthony Barbacovi (Kaw); 4. Rad Nakama (Kaw); 5. Clark Figueras (Kaw).
60 (0-8): 1. Scott Howe (Kaw); 2. Chris Nihan (Kaw); 3. Blake Mitchell (Kaw).
60 (9-11): 1. Christopher Gosselaar (Kaw); 2. Johner Faulkner (Yam); 3. David Moreno (Kaw); 4. Gerard Patin (Kaw).
MINI BEG: 1. Johner Faulkner (Yam); 2. Ryan Prunty (Suz); 3. Chris Torres (Kaw); 4. George La Monte (Hon); 5. Dustin Arrington (Suz).
MINI NOV: 1. Shaun Mitchell (Kaw); 2. Devin Seeger (Suz); 3. Travis Smith (Yam); 4. Todd Gosselaar (Yam); 5. Dennis Wyman (Yam).
MINI INT: 1. Christopher Gosselaar (Kaw).
125 BEG: 1. Brian Miller (Suz); 2. Mike Balzer (Suz); 3. Larry Venema (Kaw); 4. John Yusto (Suz); 5. Brit Jackson (Kaw).
125 NOV: 1. Kevin Tarwater (Kaw); 2. Ken Reed (Kaw); 3. Mike Collier (Kaw); 4. Clint Shepard (Suz); 5. Bob Arens (Suz).
125 INT: 1. Shaun Perolio (Yam); 2. Jeff Willoh (Kaw).
250 BEG: 1. Jake Gribbon (Yam); 2. Jeff Balzer (Suz); 3. Jon Walgren (Yam); 4. Gary Beaird (Hon); 5. Shane Somers (Hon).
250 NOV: 1. Shawn O'Brien (Suz); 2. Peter Collins (Hon); 3. Ray Harp (Kaw).
JR VET BEG: 1. Steve Sagely (Yam); 2. Joseph Arechiga (Yam).
JR VET NOV: 1. Ray Harp (Kaw).
JR VET INT: 1. Darren Elliott (Hon).
VET BEG: 1. Rick Hargrove (Yam); 2. Mike Collier (Yam); 3. Bob Lucas (Kaw).
VEt NOV: 1. Steve Williams (KTM); 2. Mark McCulloch (Kaw); 3. Joseph Billings (Hon).
VET INT: 1. Rodney Morrison (Suz); 2. Mark Reha (Hon).
VET PRO: 1. Ken Neitzel (Kaw); 2. Mark Horton (Yam).
SR BEG: 1. Larry Kirsch (Hon).
SR NOV: 1. John Flanders (Hon).
SR INT: 1. Mike Jervey (Yam).

Waring doubles up at Euliss MX

By A. Phee

EULESS, TX, OCT. 17
Shawn Waring topped both motos of the 125 and 250cc Expert classes at round two of the GNC Top Texan Series at Mosier Valley Motocross Park.

The 125cc Experts got underway as T.J. Patel grabbed the holeshot with Waring pressuring him hard from second place. Waring's pressure paid off as Patel went wide into the turn leading to the Mosier Freeway, and Waring cut inside to take the lead. Perry Reeder gated third, and Jason Artinger rounded out the top four. Waring continued to put distance between himself and Patel while Patel did the same to Reeder. Artinger started to close in on Reader as the moto drew to a close, and made his pass with two laps to go. At the finish it would be Waring in first with a large gap back to Patel in second and an equally large gap back to Artinger and Reeder.

At the start of the second moto it was Reeder pulling the holeshot with Patel gating second, Waring third and Artinger fourth. Waring was not about to stay in third place and charged into the lead, passing both Patel and Reeder halfway through the first lap. Patel was planning to follow Waring through into second but ended up crashing in the switch back section on the third lap. This gave Artinger the chance to catch Reeder and allowed Waring to extend his lead. As Artinger closed in on Reeder, he was showing Reeder his front wheel in every tight turn. Reeder finally succumbed to the pressure and crashed with two laps to go, handing second place to Artinger. Reeder remounted to take third with Patel fourth. Waring scored an easy win.

Results

50: 1. Chris Warwick (Yam); 2. Johnathan Kerr (Yam); 3. Brandon Thompson (Yam); 4. Cody Dickey (Yam); 5. Michael Hodges (Yam).
125 EX: 1. Shaun Waring (Hon); 2. Jason Artinger (Suz); 3. T.J. Patel (Hon); 4. Perry Reeder (Kaw).
250 BEG: 1. Bane Bonner (Suz); 2. Brian Smith (Suz); 3. Cody Baker (Suz); 4. Bobby Griggs (Yam); 5. Charles Brewer (Hon).
0-30 NOV: 1. Ed Hays (Kaw); 2. Michael Satterfield (Kaw); 3. Chris Powell (Yam); 4. Andy Thornpson (Yam); 5. Jerry Long (Kaw).
0-30 INT: 1. Hank Hodes (Kaw); 2. Steve McCombs (Yam); 3. Scott Latta (Hon); 4. Sean Knaack (Yam); 5. Jeff Haney (Hon).
0-30 EX: 1. Willie Phee (Hon); 2. Hunter Carothers (Hon); 3. Dave Alsobrook (Kaw); 4. Tony Watkins (Hon); 5. Ray Arnold (Hon).
0-40: 1. Gary Beam (Kaw); 2. Bill Kasson (Yam); 3. Darrell Bishop (Kaw); 4. Everett Oringderff (Kaw); 5. Jim Ricci (Suz).

Johnson wins Cleburne County Motocross

By Gorman Smith

HEBER SPRINGS, AR, OCT. 9
Racing under the lights just a short distance from the shores of beautiful Greers Ferry Lake, Jimmy Johnson took the Expert class win at the Cleburne county MX by showing excellent form and choosing great lines. Johnson won both motos. Bryan Carson, an Intermediate rider, kept the crowd's attention and showed his stamina when he made charges at Johnson late in both motos.

Todd McClain was the Novice 125 winner, taking his Yamaha to the front early in both motos. Chuck Smith fell in the first turn of the last moto and started last by a wide margin. With much determination he decided to salvage his placing and, with one fast ride, he caught the pack and moved easily up to second.

Junior Mini rider Drew Willmuth made up for his last race by taking revenge out on Joey Brock. Willmuth took an easy win over Brock, who couldn't get up to speed after a crash in practice.

The 125cc Beginner class was the largest class of the night and was won in a hot contest by Randy Clifton on his Honda, over second-place finisher, Matt Burnham, also on a Honda.

Results

MICRO MINI: 1. John Lea (Hon).
JR MINI: 1. Drew Willmuth (Kaw); 2. Joey Brock (Hon).
SR MINI: 1. Taft Sherrill (Hon); 2. Neil Hignight (Kaw); 3. Matthew Pierce (Kaw); 4. Eric Greer (Yam); 5. Clay Hamilton (Kaw).
125 BEG: 1. Randy Clifton (Hon); 2. Matt Burnham (Hon); 3. Brian Harris (Kaw); 4. Josh Eads (Kaw); 5. Joey Hutchison (Hon).
125 NOV: 1. Todd McClain (Yam); 2. Chuck Smith (Hon); 3. Brian Schmidt (Kaw); 4. Chris Ray (Hon); 5. David Gortney (Hon).
125 INT: 1. Bryan Carson (Kaw).
125 EX: 1. Jimmy Johnson (Suz).
250 BEG: 1. Shelby Hignight (Suz); 2. Josh Eads (Kaw); 3. Pat Boyd (Suz); 4. Brent Calhoun (Hon); 5. Mark Johnson (Suz).
250 NOV: 1. Scott Evans (Kaw); 2. Keith Goss (Suz); 3. Loren Taylor (Kaw).
250 INT: 1. Sam Henry (Kaw); 2. Bryan Carson (Yam); 3. Jason Ennis (Suz).
OPEN: 1. Jason Ennis (Suz); 2. Sam Henry (Kaw); 3. Keith Goss (Suz); 4. Todd McClain (Yam); 5. Loren Taylor (Kaw).
40+: 1. Jim Greer (Kaw); 2. Larry Carson (Yam).
30+ NOV: 1. Scott Evans (Kaw); 2. Chuck Smith (Hon).
30+ INT: 1. Roger Ewing (Kaw); 2. Keith Shireman (Kaw); 3. Maurice Allen (Kaw).
TRL BLZR: 1. Kerry Tabor (Suz); 2. Don Wheeler (Suz); 3. Troy Kiehl (Kaw).

Bear claws Pagoda MX

By Dick Archer

BIRDSBORO, PA, OCT. 3
Micheal Bear totally ate his competition alive with four sizzling wins in both the125 and 250cc Expert classes at Pagoda Motorcycle Club's MX facility.

Bear suffered poor starts in all four motos, but it was only a lap or two until he got into the lead and stayed there. The B&B rider aboard his Yamahas, has won every moto he has entered at Pagoda this year with the exception of one in which he broke a chain.

The near-full 125cc C gate was very entertaining as the riders all did their best just to stay up and finish. Yamaha rider Chris Garges spent the day holding off Brian Cavacini and Mark Gillich as they all slipped and slid their way around the muddy track. Garges scored the class win.

The 250cc C class endured the same muddy conditions early on, but Honda-mounted Eric Gossler was very consistent and held his own throughout both motos for a well-deserved win.

Another premier performance was the ride put in by Brad Stepp. The Kawasaki rider won both overalls in the Open A and 25+ A classes despite heavy heat from familiar contenders Jon Boser, David Eckhart, Dave Famer, and Chris Brynildson. CN

Results

50 (4-6): 1. Micheal Granger (Yam).
50 (7-8): 1. Brian Fleischmann (Yam); 2. Ryan Scott O'Laughlin (Yam); 3. Alex Steckler (Yam); 4. Matthew Yarnell (Yam).
60: 1. Curt Minnich (Kaw); 2. Justin Fazekas (Kaw); 3. Edward Hill (Kaw).
85 JR: 1. (7-11): 1. Chad Pannabeeker (Kaw); 2. Ryan Thornton (Kaw); 3. Micheal Lewis (Yam); 4. Darrell Curtis (Kaw); 5. Mark Brader (Yam).
85 (12-13): 1. James Devonshire (Suz); 2. Joe Dellaversano (Hon); 3. Kolin McCauley (Yam); 4. Brett Burkey (Kaw); 5. Raymond Wirrick Jr. (Yam).
85 (14-15): 1. Daniel McGovern (Yam); 2. Ray Yarnell (Yam); 3. Micheal Taylor Jr. (Kaw); 4. John Hillson Jr. (Suz); 5. Hunter Hayes (Yam).
125 A: 1. Micheal Bear (Yam); 2. Jeffrey Peinhardt (Hon); 3. Jeffrey Sichan (Kaw).
125 B: 1. Micheal Land (Hon); 2. William Cauler (Yam); 3. Charles Lanza (Kaw); 4. Kristopher Garner (Suz); 5. Torrey Rose (Kaw).
125 C: 1. Chris Garges (Yam); 2. Brian Cavacini (Yam); 3. Mark Gillich (Hon); 4. Edward Puccio (Hon); 5. Micheal Treacy (Hon).
250 A: 1. Micheal Bear (Yam); 2. Jon Boser (Hon).
250 B: 1. Russell Oatman (Yam); 2. Roy Vanderveur (Yam); 3. Jeremy Garges (Yam); 4. Steven Genovese (Kaw); 5. David Gledhill (Yam).
250 C: 1. Eric Gossler (Hon); 2. Bradley Little (Suz); 3. Randall Platcher (Yam); 4. Brian Wetzel (Hon); 5. Chris Wilson (Hon).
OPEN A: 1. Brad Stepp (Kaw); 2. Jon Boser (Hon); 3. David Eckhart (KTM); 4. David Farmer (Hon); 5. Chris Brynildson (Kaw).
OPEN B: 1. Matt Rossi (Hon); 2. Albert Conley (Hon); 3. Blaine Moyer (Hon); 4. James Nudy (Hon); 5. Brian Alderfer (Kaw).
25+ A: 1. Brad Stepp (Kaw); 2. David Farmer (Hon); 3. Drew Morris (Yam); 4. Chris Brynildson (Kaw).
25+ B: 1. Steven Genovese (Kaw); 2. Roy Vanderveur (Yam); 3. Charles Lanza (Kaw); 4. Louis Volpe Jr. (Hon); 5. Trevor Hoeckele (Yam).
VET A: 1. David Eckhart (KTM).
VET B: 1. Louis Volpe Jr. (Hon); 2. Edward Grimm (Hon); 3. James Vari (Yam); 4. Micheal Jones (Hon); 5. Terry Smith (Yam).
40+: 1. Paul Eckhart Jr. (Hon); 2. Ronald Zimmerman (ATK); 3. Roger Hoover (Suz); 4. Micheal Taylor Sr.(Kaw); 5. Robin Oswald (ATK).
SCHBY: 1. Benjamin Shirk (Kaw).
CLGBY: 1. Christopher Kakas (Yam); 2. Ben Rodenkirch (Hon); 3. Damon Foulke (Yam).
WDSMN: 1. Doug VanHorn (Kaw); 2. Mike Blanford (Kaw); 3. Jeffrey Levengood (Kaw); 4. Brian Haberle (Hon).
BMBR: 1. George Esmet (Suz).

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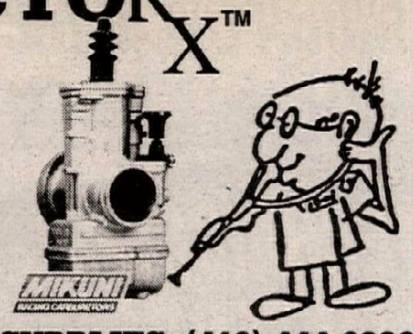

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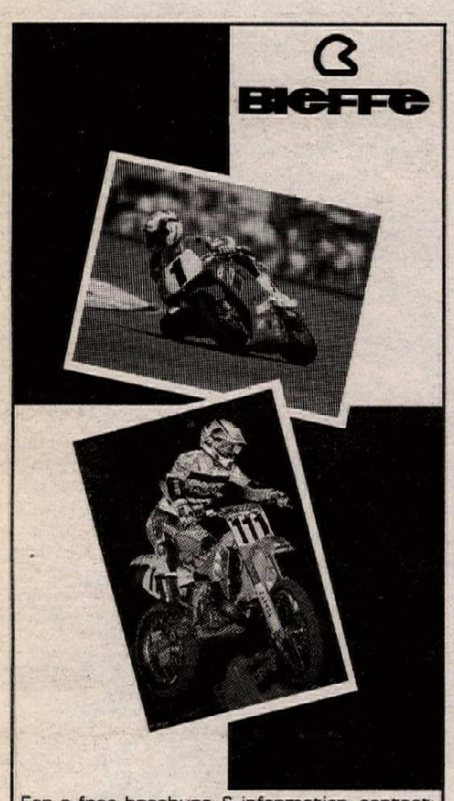

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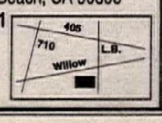

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Superbike Road Race Series
11/7 Mexico City, Mexico

AMA Grand Nat'l C'ship Series
3/12/94 Daytona, FL
4/23 Sacramento, CA
5/1 San Jose, CA
5/7 *Bakersfield, CA
5/14 Pomona, CA
5/29 DuQuoin, IL
6/4 Mineralwells, WV
6/18 Dallas, TX
6/25 Lima, OH
7/2 *Harrisburg, PA
7/9 Lake Odessa, MI
7/16 Hagerstown, MD
7/23 *Sedalia, MO
7/30 Oklahoma City, OK
8/7 Peoria, IL
8/10 Rapid City, SD
8/13 Denver, CO
8/20 Indianapolis, IN
8/27 Mineralwells, WV
9/4 Springfield, IL
9/10 Castle Rock, WA
9/17 Sacramento, CA
9/25 San Jose, CA
10/1 *Bakersfield, CA
10/8 Pomona, CA
10/16 *Del Mar, CA
*Tentative
Info 614/891-2425

AMA Camel Supercross Series
1/15/94 Orlando, FL
1/22 Houston, TX
1/29 Anaheim, CA
2/5 San Diego, CA
2/12 Tampa, FL
2/26 Atlanta, GA
3/12 Daytona Beach, FL
3/19 Indianapolis, IN
3/26 Charlotte, NC
4/9 Pontiac, MI
4/16 Minneapolis, MN
4/23 Irving, TX
5/7 Seattle, WA
6/4 San Jose, CA
6/11 Las Vegas, NV
Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series
3/6 Gainesville, FL
5/22 Southwick, MA
5/29 Mt. Morris, PA
6/19 Sacramento, CA
7/3 Buchanan, MI
7/10 Budds Creek, MD
7/17 New Berlin, NY
7/31 Troy, OH
8/7 Millville, MN
8/14 Washougal, WA
8/28 Binghamton, NY
9/4 Delmont, PA
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series
11/7 Wickenburg, AZ
Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Nat'l Cross Country Series
10/31 Mt. Morris, PA
11/14 Greeneville, TN
Info 304/594-1157

AMA Suzuki Dual Sport Trail Ride Series
11/26-28 L.A. to Barstow to Las Vegas
Info 614/891-2425

AMA/CCS C'ship Cup Series
12/12 SF W. Palm Beach, FL
Info 704/684-4297

AMA Dirt Shirts Fall Classic MX Series
10/30-31 Gainesville, FL
Info 813/822-8929

AMA Florida State MX C'ship Gold Cup Series
10/30-31 Gainesville, FL
Info 813/894-0439

AMA Mid-South C'ship Winter Hare Scrambles Series
10/31 Battleground, AL
11/7 Manington, KY
11/21 Hurricane Mills, TN
12/5 Lynnville, IN
1/9/94 Bremen, GA
1/23 Tupelo, MS
2/6 Centerville, TN
2/20 Hohenwald, TN
3/6 Greenville, KY
4/17 Fordsville, KY
Info 615/331-1475

WERA Pro Road Race Series
10/28-31 Braselton, GA
Info 916/582-0451

WERA Grand Nat'l Final
10/27-31 Braselton, GA
Info 803/681-9372

WERA Nat'l Endurance Series
10/30 Braselton, GA

WERA Nat'l Vintage Series
10/28 Final Braselton, GA

AHRMA Southeastern MX Series
11/3 Holiday Downs, GA
Info 715/842-9699

AHRMA West Regional Series
11/7 Tulare, CA
Info 805/832-1955

ECEA C'ship Enduro Series
10/31 Bear, DE
11/14 Warren Grove, NJ
Info 609/657-6338

NETRA C'ship Enduro Series
11/7 Stafford, CT
11/21 W.Warren, MA

NETRA C'ship Turkey Run Series
10/31 Central Village, CT
11/7 Berlin, MA
11/28 Plympton, MA
12/12 Plympton, MA
Info 203/875-5757

NESC C'ship Motocross Series
10/31 Middleboro, MA
Info 413/772-0685

NMRA Drag Racing Series
11/20 Palmdale, CA
Info 805/944-5454

ProStar Drag Racing Series
11/12-14 Gainesville, FL
Info 609/768-4624

SERA Enduro Series
11/7 Maplesville, AL

SERA Hare Scramble Series
TBA Coushata, LA
TBA Jonesboro, LA

FTR C'ship Enduro Series
1/16/94 Charleston, SC
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR C'ship Hare Scrambles Series
11/13-14 Ocala, FL
12/4-5 Lake Wales, FL
1/8-9/94 Ocala, FL
1/29-30 Bradenton, FL
2/5-6 Ft. Myers, FL
3/5-6 TBA, FL
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
11/7 Maplesville, AL
1/16/94 Charleston, SC
1/30 Wedgefield, SC
3/6 Pelion, SC
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 205/872-4286

SETRA C'ship Hare Scramble Series
11/14 Bulls Gap, TN
12/5 Dallas, GA
12/12 Cochran, GA
1/9/94 Maxeys, GA
2/6 Willington, SC
2/20 Holly Hill, SC
4/3 Piney Woods, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

LISC Motocross Series
10/23 Bridgehampton, NY
11/6 Bridgehampton, NY
11/20 Bridgehampton, NY
Info 516/728-7727

Virginia C'ship Hare Scrambles Series
11/7 Surry, VA
Info 804/255-4620

Sabine Enduro Circuit
11/7 Muenster, TX
Info 903/845-3553

Black-Jack Enduro Circuit
10/31 Tulsa, OK
Info 316/342-4436

RMEC C'ship Enduro Circuit
10/31 Tulsa, OK
Info 307/742-4136

Grans Prix de Baja Series
11/20 San Felipe Gran Prix
San Felipe, B.C., MEX
Info 818/340-5750

LaPlaya MX GP Series
12/5 Rosarito, B.C., MEX
Info (001-52-661) 22525

ADRA Int'l Desert Racing Series
11/6-7 TBA, AZ
12/4 Sonoyta, MEX
Info 602/252-1900

MTEG Off Road Race Series
11/6 San Francisco, CA
Info 714/938-4100

Oklahoma Cross Country Assn. Series
11/7 Oklahoma City, OK
Info 405/386-6088

ATA C'ship Observed Trials Series
10/31 Lucerne Valley, CA
11/28 Lucerne Valley, CA
Info 213/259-6631

Southeastern Trials Riders Assn. Series
11/13-14 Belvedere, TN
Info 615/842-8288

Nor Cal YSR C'ship Series
11/7 Sacramento, CA
Info 916/722-5517

CMRRA YSR Road Race Series
10/30-31 Rosamond, CA
11/14 Palomar, CA
12/11-12 Perris, CA
Info 909/674-2007

WRA Road Race Series

11/6-7	Bakersfield, CA
11/20-21	Las Vegas, NV

Info 209/723-9454

Northern NV Dealer MX Challenge Series

10/31	Carson City, NV
11/7	Carson City, NV

Info 702/267-4392

WSMC Road Race Series

11/20-21	Rosamond, CA
12/18-19	Rosamond, CA
1/15-16/94	Rosamond, CA
2/19-20	Rosamond, CA
3/19-20	Rosamond, CA
4/16-17	Rosamond, CA
5/14-15	Rosamond, CA
6/18-19	Rosamond, CA
7/16-17	Rosamond, CA
8/20-21	Rosamond, CA
9/17-18	Rosamond, CA
10/15-16	Rosamond, CA
11/19-20	Rosamond, CA
12/17-18	Rosamond, CA

Info 805/256-1234

NOVEMBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

•Denotes Pro Payback

October 29

CALIFORNIA MOTOCROSS
CRC Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
CMC MX, Sacramento Raceway. Info: 916/363-2653 or 363-2645.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc., Seaford Speedway, Seaford. Info: 302/335-4386.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
TEXAS MOTOCROSS
•Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

October 29-31

ARIZONA MOTOCROSS
Halloween weekend of Racing, Yuma Speedway, Yuma. Info: 602/280-9081.

October 30

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARIZONA DESERT RACING
ADRA Gila Bend Fall Blast, Gila Bend. Info: 602/997-1633.
ARKANSAS SHORT TRACK/TT
•West Siloam Spring Raceway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Ent., Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA SHORT TRACK
SCFTA, Glen Helen Speedway, San Bernardino. Info: 714/956-0556.
CALIFORNIA DESERT
Fud Racing, The Squeaky Springs Gran National, Lake Superstition, El Centro. Info: 619/427-5759.
FLORIDA MOTOCROSS
11 Annual Fl Gold Cup MX Championship, Gatorback, Gainesville. Info: 813/894-0439.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA MOTOCROSS
Pro Sports USA Fall Series, Orlando Motocross Park, Orlando. Info: 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
KENTUCKY MOTOCROSS
•Edmondson County MX Raceway, Elizabeth. Info: 502/286-8334.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.
NORTH CAROLINA
East Bend Speedway, East Bend. Info: 919/699-3629.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info: 803/757-4226.
TENNESSEE MOTOCROSS
Hot Summer Nights, I-40 MX, Lenoir City. Info: 615/573-5425 or 615/986-1617
WISCONSIN JR DRAG RACING
NHRA Jr. Drag Racing League Program. Great Lakes Dragway. Info: 414/878-3783.

October 30-31

CALIFORNIA MOTOCROSS
•AMA/D-36, Track 1 Promotions, Santa Clara County Fairgrounds, San Jose. Info: 408/224-4412.
CALIFORNIA TT/SCRAMBLES
•AMA /D-37 Lodi Cycle Bowl, Lodi. Info: 209/544-1027 or 368-7182.
CALIFORNIA ROAD RACE
CMRRA, Streets of Willow, Rosemond. Info: 909/674-2007.
CALIFORNIA SHOW/SWAPMEET
Antique M/C Show, Race, Swapmeet & Auction, Cyclone Ent., Lake Perris Fairgrounds, Perris. Info: 909/797-6264.
ILLINOIS MOTOCROSS & HARE SCRAMBLES
AMA/D-15 & 17, Lincoln Trail Motosports Off-Road Riding Park., Casey. Info: 217/932-2041.
MICHIGAN MOTOCROSS
AMA/D-14,Baja Acres, Millington. Info: 517/871-3356.
NEVADA MOTOCROSS
•Gold Nugget Series Round 7 & 8, Gold Rush Moto Park, Carlin. Info: 702/754-6248.
PENNSYLVANIACROSS COUNTRY
AMA Wiseco/Yamaha/Dunlop GNCC Series. High Point, Mt. Morris. Info: 614/891-2425.

October 31

ALABAMA MOTOCROSS/
Iron Man MX Park, Warrior.-Info: 205/663-0963.
ALABAMA HARE SCRAMBLES
AMA Mid-South C'ship Winter Series, Battleground. Info: 615/331-1475.
ARIZONA MOTOCROSS
• GFI AZ, Mt. View Raceway, Tucson. Info: 602/437-5767.
ARIZONA MOTOCROSS
Western Honda Copper State Classic, Yuma, Phoenix. Info: 602/863-1028.
CALIFORNIA OFF -ROAD
Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA MOTOCROSS
CRC, Star West Park, Moreno Valley. Info: 805/272-8889.
CALIFORNIA ENDURO
AMA/D-36 Polka Dots MC, 30th annual 49er Enduro, B & C'ship Series, Elkins Flat. Info: 916/488-0735.
CALIFORNIA MOTOCROSS
GFI, Sand Hill Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA HARE SCRAMBLES
AMA/D-37, Red Mountain/Spangler, Simi Valley M/C, Red Mountain. Info: 909/980-2441.
CALIFORNIA DUAL SPORT
AMA/D-37, USA Dual Sport, Rowher Flats, Saugus. Info: 818/761-7170.
CALIFORNIA TRIAL
AMA/ATA/PTC, The Pumpkin Cup, Johnson Valley OHV Area, Lucerne Valley. Info: 213/259-6631.
CONNECTICUT TURKEY RUN
NETRA C'ship Series, Pachaug, Central Village. Info: 203/875-5757.
DELAWARE ENDURO
ECEA C'ship Series, Nat'l Enduro, Bear. Info: 609/657-6338.
FLORIDA MOTOCROSS
Reeves Promotions, County Line Raceway, Ona. Info: 813/751-2116.
FLORIDA MOTOCROSS
AMA Dirt Shirts Fall Classic, Gatorback Cycle Park, Gainesville. Info: 813/894-0439.
GEORGIA MOTOCROSS
Georgia State C'ship Series, Bremen. Info: 404/941-8464.
INDIANA MOTOCROSS
AMA/D-15 Hoosier Hilltoppers M/C Club, Uniontown. Info: 812/522-1522.
INDIANA HARE SCRAMBLES
Haspin Acres Rec. Motor Park, Halloween 100, Laurel. Info: 317/698-2420 or 513/874-8400.
IOWA MOTOCROSS
AMA, Stateline Trailriders Assn., Lamoni MX Park, Lamoni. Info: 515/784-6121.
KANSAS HARE SCRAMBLES
KORR C'ship Series, Sproket II River, Arkansas City. Info: 316/636-5113.
KENTUCKY MOTOCROSS
Pendleton Co M/C Park, Gardnersville. Info: 606/472-3442.
KENTUCKY MOTOCROSS
Sheltowee Series, Daniel Boone MX Park, London. Info: 606/877-1364.
MARYLAND HARE SCRAMBLE
AMA/Antietam M/C Club, + quads,Hagerstown. Info: 301/797-8686 or 301/797-1607.
MASSACHUSETTS MOTOCROSS
NESC , Middleboro. Info: 413/772-0685.
NEVADA MOTOCROSS
Silver State MX & Nv Oldtimers, Northern Nv Dealer Challenge III, Silver State. Info: 702/267-4392.
NEW YORK MOTOCROSS
AMA/D-3, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849/9615.
NEW YORK MOTOCROSS
AMA/D-34 MSC, Walden Playboys MX, Walkill. Info: 518.828-6149.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info: 607/625-2894 or 723-2387.
NORTH CAROLINA MOTOCROSS
AMA/D-29 Ultra Series, Top Gun, Iron Station. Info: 704/596-6577 0r 732-8200.
NORTH CAROLINA MOTOCROSS
• Fall Series, Wilkes Co. MX Park, Lenoir. Info: 704/758-4342 or 919/921-2322
NORTH CAROLINA MOTOCROSS
NAME Fall Series, Montrose MX, Raeford. Info: 919/875-3805.
OHIO HARE SCRAMBLE
CRA, Lightning Raceway, Uhrichville. Info: 614/922-4775.
OHIO MOTOCROSS
CRA, Ohio Int'l Raceway, Ravenna. Info: 216/369-5993.
OHIO MOTOCROSS
AMA/D-11, Dynamic Promotions, Hidden Hills Raceway, Athens. Info: 614/593-6704.
OKLAHOMA ENDURO
Rocky Mt. Enduro Circuit/ Black Jack Enduro Circuit, Tulsa. Info: 307/742-4136.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OREGON SUPERCROSS
CMC, Albany. Info: 503/928-4474 or 364-3187.
PENNSYLVANIA MOTOCROSS
AMA/D-6 Flying Dutchmen, Pine Grove. Info: 717/345-6340 or 345-8734.
TENNESSEE MOTOCROSS
•AMA/Christiana Raceway Fall Series, Christiana. Info: 615/896-3245.

November 5

CALIFORNIA MOTOCROSS
CRC Night MX, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.
DELAWARE MOTOCROSS
Delaware Motor Sports, Inc., Seaford Speedway, Seaford. Info: 302/335-4386.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway.Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

November 6

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARKANSAS SHORT TRACK/TT
•West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Ent., Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA OFF-ROAD
• MTEG Stadium Off-Road Racing Series, Candlestick Park, San Francisco. Info: 714/938-4100.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA MOTOCROSS
ProSport USA, Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MINI MOTOCROSS
Mini Cycle C'ship Round 4, Orlando MX Park, Orlando. Info: 407/568-2271.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
KENTUCKY MOTOCROSS
• Edmonson County MX Raceway, Elizabethtown. Info: 502/286-8334.
NEW YORK MOTOCROSS
• LISC Series, Bridgehampton Motorsports Park, Bridgehampton. Info: 516/728-7727.
UTAH DESERT RACING
USRA Grand Prix, Jericho. Info: 801/572-6251.

November 6-7

CALIFORNIA VETERAN MOTOCROSS
White Bros. World Veteran MX C'ship, Perris Raceway, Perris. Info: 909/371-3434.
CALIFORNIA HILL CLIMB
NAHA/Skips at Carnegie, National, Carnegie SVRA, Tracy. Info: 510/455-1318.
CALIFRONIA POKER RUN
La Rana Desert Racing, Toys For Tots, Barstow. Info: 619/252-1197 or 702/897-7769.
CALIFORNIA ROAD RACING
WRA Series Round 7, Bakersfield. Info: 209/723-9454.
FLORIDA SUPERCROSS/ MOTOCROSS
West Florida MX Park, Milton. Info: 904/994-2884 or 623-6038.

November 7

ALABAMA ENDURO
SETRA 24th Annual Gobbler Getter

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STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
Sat., Oct. 30- Halloween Night Special MX
(No Lic. Req'd.)
Sun., Oct. 31- CRC MX (Lic. Req'd.)
Sat., Nov. 6 - Racer Appreciation Night Race
Gates Open Sat. 3 p.m., Practice 4:30 p.m.,Race at 6
Gates Open Sun. 6:30 a.m., Prac. 8:00 a.m.,Race at 9:30 a.m.
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SRA GP California Schedule
Members Non Members
November 21
Glen Helen
Info (714) 957-2985

TRIALS
FREE INFORMATION
6106 Land O' Lakes Blvd.
Land O' Lakes, FL 34639
(813) 996-3754

Los Angeles County Raceway
Palmdale, CA 93550
Info: (805) 272-8889
1993 Happenings At The Motocross Track
Wednesday, October 27
Final Wednesday Night Practice
Friday, October, 29
Final Friday Night MX
Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

CRC California Race Schedule
100% PRO PAYBACKS/200% PRO PAYBACK FRIDAYS

Fri., Oct., 29	FINAL Night MX	L.A.C.R.
Sun., Oct. 31	MX Starwest (Sponsorship Series Rnd. 2)	
Sun., Nov. 7	MX	Glen Helen
Sun., Nov. 14	GP "Wild Turkey"	L.A.C.R.
Sun., Nov. 21	MX	Edwards AFB
Sun., Nov. 28	MX	L.A.C.R.

3 Tracks, Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

SUBSCRIBE!
800-831-2220

GFI RACING (909) 371-3434

Sat., Oct. 30	GFI Super Sat. Morning MX	Perris
Sun., Oct. 31	"No Race" (Have a Happy Halloween)	
Sat., Nov 6	White Bros. World Vet MX C'Ship	Perris
Sun., Nov 7	White Bros. World Vet MX C'Ship	Perris

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Old Timers MX Association Race Schedule
Sun., Oct. 31 Starwest CRC MX
Sat., Sun., Nov. 6/7
White Bros World Vet C'ships at Perris
For Information Call (714) 633-9503

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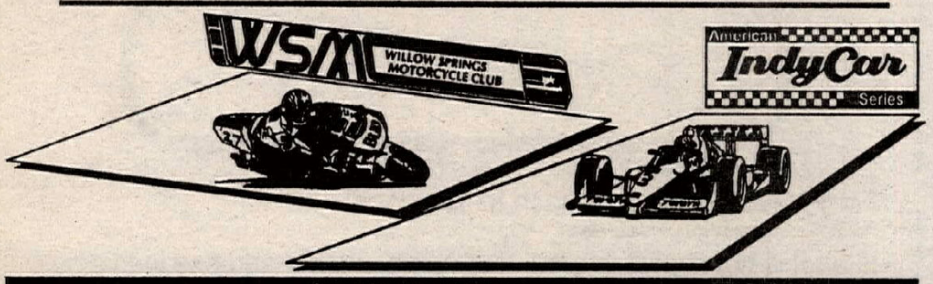

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- THE 600 SUPER STOCK GRAND PRIX -
- NO FEAR 650 SUPERBIKES -
- BAD BOY CLUB 500 MODIFIED PRODUCTION GP -
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NMA

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National Motosport Association

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5 Time National MX Champion
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Enduro, Maplesville. Info: 205/872-4286 or 205/872-0619.
ARIZONA MOTOCROSS
• GFI AZ/AVDRA, Phoenix Raceway Park, Whitmann. Info: 602/437-5411.
CALIFORNIA SHORT TRACK
WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
Over the Hill Gang, Barona Oaks, Ramona. Info: 310/867-8694.
CALIFORNIA MOTOCROSS
Motowest Racing/ HiPoint Series Round 8, Metcalf M/C Park, San Jose. Info: 408/223-8168 or 637/2073.
CALIFORNIA MOTOCROSS
CRC, Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA MINI ROAD RACING
AMRRA, Adams Kart Track, Riverside. Info: 310/516-8666.
CALIFORNIA SCRAMBLES
• AMA/D-36, Northern CA C'ship Rough Scramble Series, Stockton Fairgrounds, Stockton. Info: 209/838-3200.
CALIFORNIA MINI MOTOCROSS
CMMC, Borona Raceway, Ramona. Info: 619/561-9016.
CALIFORNIA HARE SCRAMBLES
Dirt Diggers North, 22nd Annual Lilliputian Hare Scrambles, Prairie City SVRA Park, Prairie City. Info: 916/962-3760.
CALIFORNIA MOTOCROSS
AHRMA West Regional MX Series, Tulare Cycle Park, Tulare. Info: 805/832-1955.
CALIFORNIA MARATHON
Sand Hill Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA SHORT TRACK
WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CONNETICUT ENDURO
NETRA C'ship Series, Black & Blue, Stafford. Info: 203/875-5757.
FLORIDA MOTOCROSS
Maxima Marathon Day, Pro Sports USA, Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Reeves Promotions, County Line Raceway, Ona. Info: 813-751-2116.
GEORGIA MOTOCROSS
GA State C'ship Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.
ILLINOIS SWAP MEET
J & P M/C Parts Extravaganza, International Amphitheatre, Chicago. Info: 319/462-6011.
IOWA TRIALS
All Iowa Trials Riders Assoc., Amboy Trail Ranch, Newton. Info: 515/792-0207.
KANSAS MOTOCROSS
KMSA, Great Bend. Info: 913/842-8272 or 316/792-7513.
KENTUCKY HARE SCRAMBLE
Eagle Creek M/C Park, Owenton. Info: 606/472-3442.
KENTUCKY MOTOCROSS
Daniel Boone MX Park, Winter Fun Race, London. Info: 606/877-1364.
KENTUCKY HARE SCRAMBLE
AMA Mid-South C'ship Winter Series, Manington. Info: 615/331-1475.
MASSACHUSETTS DUAL SPORT
NETRA, Wachsett Dual Sport, Berlin. Info: 203/875-5757.
MISSOURI HARE SCRAMBLES
AMA Nat'l C'ship Series, Missouri Mudders, Flat River. Info: 314/447-0141.
NEW JERSEY MOTOCROSS
• Powerline Park, New Egypt. Info: 908/752-7305.
NEW YORK HARE SCRAMBLES
D-34, Tri State Motor M/C Club, Lembo Lark Park, Modena. Info: 914/564-4814.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Fall Series Wilkes Co. MX Park, Lenoir. Info: 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info: 704/584-0776.
OHIO MOTOCROSS
CRA, Amherst Meadow M/C Club, Amherst. Info: 216/988-9100.
OHIO HARE SCRAMBLES
CRA, Broken Spokes, New Philadelphia. Info: 216/339-9265.
OHIO SWAP MEET
Eastwood Expo Center, Youngstown. Info: 216/967-1152.
OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OKLAHOMA MOTOCROSS
Muskogee. Info: 918/683-0585.
PENNSYLVANIA
HARE SCRAMBLES
AMA/D-6, Flying Dutchmen M/C Club, Pine Grove. Info: 717/345-6340 or 345-8734.
SOUTH CAROLINA MOTOCROSS
AMA/D-29, SC State C'ship, Hammer n Hank Promotions, Camp Coker Motorsport Park, Society Hill. Info: 803/378-4700.
TENNESSEE ARENACROSS
3rd Annual TN State Arenacross C'ship Series, Paris/Henry County Fairgrounds, Paris. Info: 901/642-0511.
TENNESSEE MOTOCROSS
• AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info: 615/573-5425 or 615/986-1617.
TEXAS ENDURO
Sabine Curcuit, Red River Enduro, Muenster. Info: 903/845-3553 or 903/928/2117.
VIRGINIA HARE SCRAMBLES
VA C'ship Series, Surry 100, Surry. Info: 804/483-8039 or 488-6315.
November 12
NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

November 12-14

FLORIDA DRAG RACING
Prostar World Finals, Gainesville Raceway, Gainesville. Info: 609/768-4624.
MEXICO DUAL SPORT
Team Dual Dogs/Baja Expeditions, Baja 1000 Dual Sport Ride, Start/Finish at Hacienda Santa Veronica, Tecate, B.C. Info: 818/701-1913.

November 13

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARIZONA MOTOCROSS
CMC AZ,Western Honda Copper State Classic Round 6, Thrasherland, Phoenix. Info: 602/863-1028.
ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA SAND DRAGS
Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA ENDURO
AMA/D-36/Training WheelsEnduro/CA Enduro Riders Assn. Tahoe Nat'l Forest, Foresthill. Info: 510/651-4908.
FLORIDA MOTOCROSS
MX Fall Series, Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
FLORIDA MOTOCROSS
Dade County Raceway, Dade City. Info: 813/986-4950.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
November 13-14
CALIFORNIA DUAL SPORT
AMA/D-37, Mojave Adventures, Indio. Info: 619/251-2477.
FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Ocala. Info: 407/264-0559.
OREGON MOTOCROSS
Curry County Fairgrounds, Indoor MX, Gold Beach. Info: 800/525-2334 or 503/247-4541.

November 14

ARIZONA MOTOCROSS
• GFI AZ, Mountain View Raceway, Tucson. Info: 602/437-5411.
CALIFRONIA GRAND PRIX
CRC, Wild Turkey GP, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
GFI, Sand Hill Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA HARE SCRAMBLES
AMA/D-36 2+2 Racing Team, Shaads Resort, Wilseyville. Info: 510/828-0410.
CALIFORNIA MINI ROAD RACE
CMRRA, Amago Raceway, Palomar. Info: 909/674-2007.
FLORIDA MOTOCROSS
Reeves Promotions, County Line Raceway, Ona. Info: 813/751-2116.
GEORGIA MOTOCROSS
GA State C'ship Series, Macon. Info: 912/788-8227.
MARYLAND MOTOCROSS/
HARE SCRAMBLES
AMA/D-7 &13, Budds Creek MX Park. Info: 301/475-2000.
NEW JERSEY ENDURO
ECEA C'ship Series, Warren Grove. Info: 609/657-6338.
NEW JERSEY MOTOCROSS
• Powerline Park, New Egypt. Info: 908/752-7305.
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Fall Series, Wilkes Co. MX Park, Lenoir. Info: 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
D-29, East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO HARE SCRAMBLES
CRA, Proffer Promotions, Big Valley Raceway, East Palestine. Info: 216/538-2220.
OHIO HARE SCRAMBLES
Sunset Ramblers M/C of Galion, Galion. Info: 419/562-6931 or 419/683-3102.
OHIO SWAP MEET
Veterans Memorial Building East Hall, Columbus. Info: 216/967-1152.
OKLAHOMA MOTOCROSS
RBH, Inc. GNC Regional, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA
HARE SCRAMBLES
AMA/D-6 C'ship, Flying Dutchmen M/C, Pine Grove. Info: 717/345-6340 or 345-8734.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info: 803/757-4226.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info: 615/573-5425 or 615/986-1617.
TENNESSEE MOTOCROSS
• AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

RESULTS

Short Track
Electric City Riders
Schenectady, NY
Oct. 3
By Larry Dagostino

MINI 50 B
Eric Kvinlaugh Yam
Joe Angelo III Yam
Sean Keeley Yam
MINI 50 A
Tom Newell Yam
Wm. Warford III Yam
Mike Alexander Yam
Lowell Carson Yam
Cole Vergalito Itj
60
Jason Disalvo Kaw
Thomas Keeley III Yam
Andy Thompson Yam
Shawn Coffey Kaw
Cole Vergalito Kaw
80
Jeremy Thompson Suz
Mike Hashewske Yam
Harley Hadaway Kaw
Matthew Kelley Yam
Jason Disalvo Kaw
125 AM
Shawn Mobley Hon
James Conklin Hon
Jim McGivern Yam
Jeremy Thompson Honda
Fred Proctor Jr. Hon
250 EX
Roger Durkee Hon
Justin Coolbeth Yam
Chris Wnuk Hon
Jody Phelps Hon
250 AM
Marco Morello Kaw
Shawn Mobley Hon
Garth Bastian Hon
Jason Fuller Yam
Stan Nittiskie Hon
OPEN EX
Roger Durkee Rtx
Duane Veeder W-R
Bill Newkirk Hon
Christopher Hart Rtx
Justin Coolbeth Rtx
OPEN AM
John Healey Rtx
Garth Bastian Rtx
Marco Morello Yam
Jeff West Rtx
Frank Carpinello Yam
VINT
Bill Anderson Tri
Eric Kvinlaugh Tri
Gary Deel Bul
Glenn Neals Bul
Jeff Kvinlaugh Yam
SR A
Bill Newell Yam
John Hildebrand W-R
Glenn Neals Bul
Joseph Gould Hon
Jeff Kvinlaugh Yam
SR B
Frank Carpinello Yam
Jeff West Rtx
John Healey Rtx
James Miller
Anthony Martino Rtx
S/SR
Gary Deel Hon
Alan Niles Hon
750
Bill Newell Yam
Bill Anderson Tri
James Miller H-D
125 TT
Matt Delorenzo Suz
James Gould Kaw
Scott Vandecar Hon
Adam Kraiza Kaw
Roger Dupuis Hon
OPEN TT
Matt Delorenzo Suz
Justin Coolbeth Hon
Tom Murray Suz
Mario Darpino Kaw
Lowell Carson Hon
SPTSMN
Christopher Hart Rtx
Morgan Coolbeth Rtx
Justin Coolbeth Rtx
Bill Newell Tri

Road Race
NCMRRC
Prairie City SVRA
Sacramento, CA
Oct. 17
By Ken Callahan

STK
Maurice Daroy Yam
Alan McKenna Yam
Dave Tinga Yam
Jerry Douglas Yam
Bob Vizcarra Yam
SS
Logan Wilke Yam
Dave Tinga Yam
Alan McKenna Yam
Brian Jackson Yam
Scott Campbell Yam
S/BK
Maurice Daroy Yam
Brian Jackson Yam
Bob Vizcarra Yam
Logan Wilke Yam
Jerry Douglas Yam
80 GP
Logan Wilke Yam
Jeff Greene Yam
Alan McKenna Hon
Pat Hush Yam
Jerry Douglas Yam
B/W
Alan McKenna Hon
Mark Cozzens Hon
Jeff Sheppard Kaw
Tom Adorno Hon
James Switzer Hon
STK NOV
John Tran Yam
Mark Hart Yam
Marc Callonea Yam
Sena Wilke Yam
Shannon Rush Yam
SS-S/BK NOV
Eric Graham Yam
John Tran Yam
Mark Chadwick Yam
Jerry Johnson Yam
Michael Neher Yam
H/W
Brian Jackson Yam
Pat Hush Yam
Eric Graham Yam
WMN
Sena Wilke Yam
Shannon Rush Yam
VET
Mark Cozzens Hon
Ken Callahan Yam
Craig Carbrey Yam
Jeff Witmer

Motocross
I-40 MX
Lenoir City, TN
Oct. 12
By Jennifer Vinson

60
Josh Collins Kaw
80 D
Ryan Frazier Kaw
Shane Rice Kaw
80 JR MINI
Josh Collins Kaw
Shane Rice Kaw
80 SR MINI
Travis Reagan Kaw
Allen Brooks Kaw
SCHBY
Travis Reagan Kaw
125 D
Shaun Hodge Yam
Robert Sutton Hon
125 C
Neal Wilson Kaw
Joey Wheeler Kaw
Jamie Wheeler Kaw
Chris Guinn Kaw
250 D
Michael Anderson Suz
Darrell Watts KTM
Kevin Carroll Kaw
Rick Thompson Yam
250 C
Gary Allen Kaw
Ken Campbell KTM
Darryn Plumlee Hon
250 B
Mike Linginfelter KTM
Davis Farris KTM
Jeff Byrd Yam
25+
Jeff Byrd Yam
Danny Beck Suz
Darryn Plumlee Hon
Michael Henderson Suz
30+
David Farris KTM
Gary Reynolds Kaw
Ken Campbell KTM
35+
James Green Hon
ENDR
Pat Tucker KTM
Allen Brooks Yam
UL AM
Mike Linginfelter KTM
Neal Wilson Kaw
Jamie Wheeler Kaw
Shaun Hodge Yam
N/C
Gary Allen Kaw
Gary Reynolds Kaw
John Boring Yam
Robert Sutton Hon
Kevin Carroll Kaw

Hare Scramble
Salem M/C
Salem, OH
Oct. 3
By M.L. Miller

O/A
Alan Hughes Hon
JR MINI
Bo Bowman Kaw
Tig Rowles Suz
Todd Hoon Yam
Justin Conkle Kaw
Robbie Stock Suz
SR MINI
Rob Landsberger Kaw
Bobby Hudnall Kaw
Tom Povenski Suz
Kenny Barr Kaw
Joshua Peter Kaw
90-200
Craig Herman Kaw
Curtis Stantil Yam
Greg Porterfield Kaw
Chris Schiffer Kaw
Jeff Tinney Yam
250
Tom Eschtruth Hon
Tom Hudak Jr. Hon
Jeff Hursh Hon
Tom Hudak Sr. Hon
David Smith Yam
OPEN
Mark Sherwood KTM
Elmar Krula KTM
Mike Gorman KTM
Scott Laughlin Kaw
Dom Sombati Kaw
SR D-1
Flip Jendre KTM
Ron Eikenberry Yam
Mark Sarisky Suz
Robin Sarisky Hon
Rich Thompson Yam
SR D-2
John Gallagher KTM
Al Chuppa Hon
Marty Hieben Hon
4-STRK
Jeff Rudrick Hus
Paul Harry Yam
John Huegel Hus
Mike Callahan Hus
Lewis Harry Yam
WDSMN
Billy Farmer Hon
Richard Burbick KTM
Chris Hudak Hon
Richard Brown Hon
Tom Derby Suz

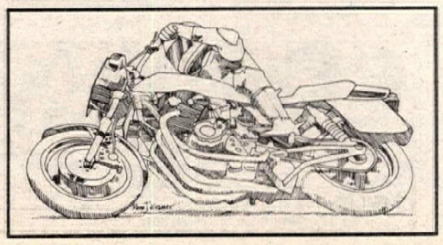
Motocross
Mosier Valley MX Park
Euless, TX
Oct. 15
By Claudine Cordray

50
Cody Dickey Yam
James Cannon Yam
C.T. Dickey Yam
Andrew Jansing Yam
Scotty Wenerstrom Yam
60
Dusty Fountain Kaw
Bradley Young Kaw
Matt Hunter Kaw
Cody Dickey Kaw
L.G. Tretter Kaw
80 BEG
Kevin Graham Kaw
Jason Brewer Yam
Adam Coco Hon
Zach Stein Kaw
Kevin Churchill Kaw
80 JR
Adam Mennenga Suz
Nathan Hale Kaw
Dusty Fountain Kaw
Scotty Trimble Suz
Sean Halpin Hon
80 SR
Daniel Patton Kaw
Rod Scholting Suz
Allen Davis Kaw
Keith Hays Yam
Chris Smith Yam
80 OPEN
Dusty Fountain Kaw
Chris Cadieux Kaw
Allen Davis Kaw
Adam Mennenga Suz
Nathan Hale Kaw
125 BEG
Scott Scholting Suz
Michael Williams Suz
Rodney Jordan Suz
125 NOV
Alan Welch Hon
John Carter Suz
Cory Knebel Hon
Tammy Slay Kaw
Jason Haggard Hon
125 OPEN
Chris Piccola Kaw
Jeff Smith Suz
Cory Knebel Hon
John Carter Suz
Scott Scholting Suz
250 BEG
Warren Adams Kaw
Scotty Hanes Yam
Jeff Carpentier Yam
Todd Wells Hon
Jimmy Blotz Suz
250 NOV
Robert Densford Yam
Tommy Dickey Yam
John Dragna Hon
Todd Watson Kaw
250 OPEN
John Dragna Hon
25+
Tommy Dickey Yam
Kendell Wade Kaw
Eric Palmgren Hon
Wilson Whitt Kaw
30+
Danny Lurye Hon
Robert Jones Yam
Joe Nicholson Yam
INT
David Widmer Kaw
EX
Clay Hoenshell Suz
Jeff Bailey Kaw
Jimmy Dale Wilson Hus
Jason Storm Hus

Short Track
Electric City Riders
Schenectady, NY
Oct.17
By Larry Dagostino

MINI 50 B
Eric Kvinlaugh Yam
Jim Liles Yam
Joe Angelo III Yam
Thor Church Yam
Kevin Morrison Yam
MINI 50 A
Tom Newell Yam
Bill Warford III Yam
Mike Alexander Yam
Lowell Carson Yam
60
Tom Newell Kaw
Andy Thompson Kaw
Shawn Coffey Kaw
Mike Alexander Kaw
80
Jeremy Thompson Suz
Mike Mashewske Yam
Mike Williams Kaw
Scott Morrison Jr. Kaw
Justin Velicky Suz
Kristen Shuart Kaw
125
Jeremy Thompson Hon
Jim Mcgivern Yam
Matt Shuart Hon
Fred London Suz
Jason Shuart Hon
SR B
Frank Carpinello Yam
John Healey Rtx
Jeff West Rtx
Tom Robert Hon
Tony Martino Rtx
S/SR
Tom Robert Hon
Mike Ingalsbee Yam
Tom Blachek H-D
750
Bill Newell Yam
Jim Miller H-D
Jay Coffey Yam
Bill Anderson Tri
VINT
Bill Newkirk Tri
Steve Longo Tri
Matt Shuart Hon
Jay Coffey Yam
Eric Kvinlaugh Tri
SPTSMN
Chriss Hart Rtx
Morgan Coolbeth Rtx
Bob Weiss Rtx
Kenny Dahlin Rtx
Bill Newell Tri
250 AM
Shawn Mobley Hon
Garth Bastian Hon
Mike Gurda Kaw
Dick Edwards Suz
Roland Green Yam
250 EX
Roger Durkee Hon
Keith Jacobson Kaw
Chriss Hart Hon
Craig Estell Suz
Jay Skidmore Hon
OPEN AM
John Healey Rtx
Frank Carpinello Yam
Jeff West Rtx
Garth Bastian Rtx
Tony Martino Rtx
OPEN EX
Roger Durkee Rtx
Bob Weiss Rtx
Craig Estell H-D
Duane Veeder W-R
Chriss Hart Rtx
125 TT
James Gould Kaw
Scott Vandecar Hon
Joe Oden Hon
Adam Kraiza Kaw
OPEN TT
Mario Darpino Kaw
Justin Coolbeth Hon
Mike Garbo Yam
Dennis Gilligan Yam
Lowell Carson Hon

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



WANT ADS

HELP WANTED

Vintage Iron
Has an immed. opening for help in our restoration and shipping dept. Send a copy of DMV print out w/resume. No calls please. 4774 E. Carmen, Fresno, CA 93703. CA. (240-43)

Wanted
Looking for full time, year round service technician. Large service dept., air conditioning, lifts, etc. Yamaha, Suzuki, Sea-Doo of Charleston, South Carolina. Call Tom or Steve. (803) 552-7900. SC. (341-43)

Exclusive Sales Reps Wanted
Are you tired of retail sales or selling same product that everyone else has? AGV has exclusive territories and product lines available to you now! These lines cover all forms of motorcycling as well as snowmobile and watercraft. Earnings potential is tremendous. Due to an incredible increase in sales we need to add several new reps as soon as possible. If you are an energetic self starter that can get the job done, call Kent Richards at AGV. (800) 777-7006. Or fax your resume to (301) 695-4422.MD. (241-TFN)

Parts Person
Experienced parts person needed. Must be an enthusiastic people person. San Diego Counties largest volume Sea-Doo and atv dealer wants you to become part of an extremely aggressive and enthusiastic group. Full benefits. Call Reed. (619) 486-4380. CA. (242-43)

Technicians Wanted
Year round busy, Southern California Yamaha/Honda watercraft and power equipment dealer looking for experienced technicians. Immediate opening, top wages, benefits including insurance. Team players only. Call Milo at Kolbe Cycles (818) 348-7865. CA. (242-TFN)

Harley Parts Manager
Upscale custom shop in sunny Southern California. Fax resume to "Tony" at (818) 348-9116, or mail, Division HH, P.O. Box 498, Long Beach, CA 90801-0498. CA. (242-43)

Entry Level Position
Scotts Performance has an immediate opening in their shipping and receiving department for a highly motivated individual with good communication skills and a willingness to learn. Must be dependable and a team player. Send resume to, or apply to Rob Gladden, Scotts Performance, 2625 Honolulu Ave, Montrose, CA 91020. No phone calls please. CA. (242-43)

Motorcycle Instructors Needed
CTI/Motorcycle Mechanic Institute is growing and needs qualified instructors now in Phoenix, Arizona and Orlando, Florida. Great career opportunity. Five years minimum dealership technician experience is required, teaching experience not necessary, we will train you. Our benefit package includes company-funded pension and a health/life insurance plan. If this sounds like the opportunity you've been waiting for call Larry Barrington 1(800) 528-7995 in Phoenix, AZ. or call Bernie Thompson 1(800) 342-9253 in Orlando, FL. AZ. (242-45)

Expert Harley Mechanic
Upscale custom shop in Sunny Southern California. Fax resume to "Tony" at (818) 348-9116, or mail to Division I, P.O. Box 498, Long Beach, CA 90801-0498. CA. (242-43)

MID ATLANTIC M/C dealer needs a service advisor with mgt. potential. Pay based on experience. Call (302) 322-4120, ask for service. DE. (242-45)

Service Technician
Growing Honda Yamaha Polaris dealership needs experienced motorcycle/watercraft technician. Salary and very fair commission. Send resume to Rick, 11512 Abercorn Extension, Savannah, Georgia 31419. GA. (143-44)

Sales Reps. Needed
White Brothers is looking to expand our outside sales team. Sell for the industry leader in performance products for mc, atv, watercraft and Harley. Direct resume to: Donnie Luce, 24845 Corbit Place, Yorba Linda, CA 92687. CA. (243-44)

Harley-Davidson Mechanic
We need two experienced technicians. Salary or commission, steady year round work, insurance, profit sharing, uniforms and respect. Petersen's H-D of Miami. Call collect. (305) 754-2648. FL. (343-44)

Honda Service Technician
Manchester Honda has an opportunity for a registered Honda technician. We have much to offer; professional staff, clean working conditions, year-round employment, beautiful Northwest location & top pay. For more information, call or write 30 Adams St., Manchester, CT 06040, Attn: Bert (203) 645-3125. CT. (143-44)

Service Manager Wanted
Good working conditions at a dual line dealership, needs experienced service manager. Please call Dwayne or Rod. (805) 522-3434. CA. (243-44)

Service Department Manager
For multi-line Atlanta, Georgia motorcycle store. Experience in customer services required. Motorcycle mechanic experience may be a factor in choosing successful candidate. Excellent commission, pay plan and benefits. Send resume to Wagoner Cycle Works, 4026 Lawrenceville Hwy., Tucker, GA 30084. Fax (404) 934-5100. GA. (243)

Experienced Technician
With tools for multi line dealership in the Arizona Southwest. Call Sally or Michelle. (602) 782-7588. AZ. (243-44)

POSITION WANTED

Position Wanted
British m/cycle and SUI technician requires position as service manager or race technician. Previous experience in both. EG: service manager in California and Grand Prix mechanic in Europe. Dedicated hard worker with excellent customer skills. (Prefer northern or mid. California.) All replies answered. 71 Boundary Lane, Congleton, Cheshire, United Kingdom CW123JF. (01144) 260-277536. UK. (343-44)

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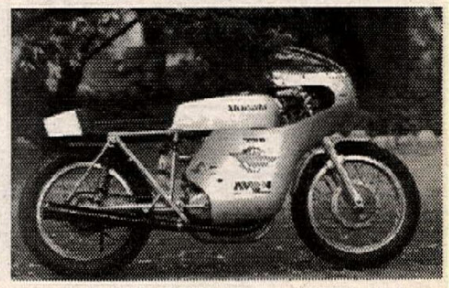

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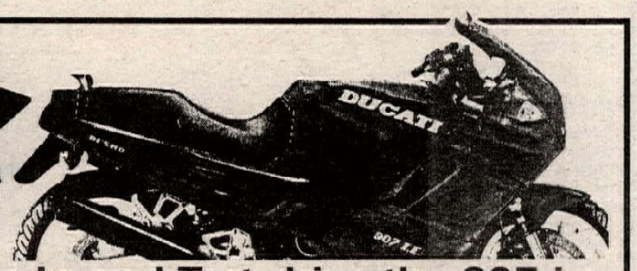

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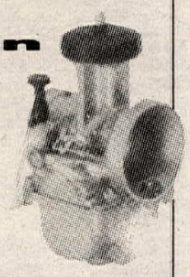

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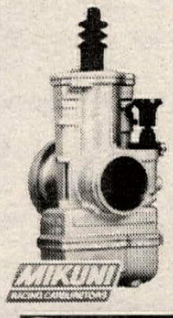

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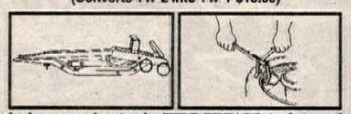

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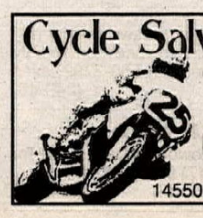

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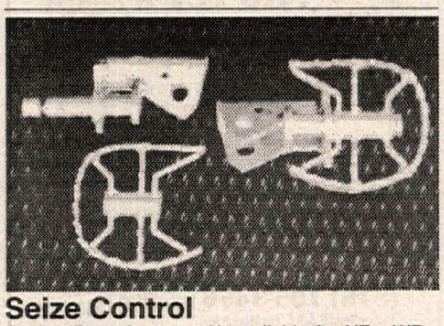

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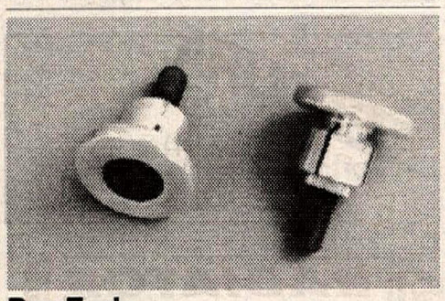

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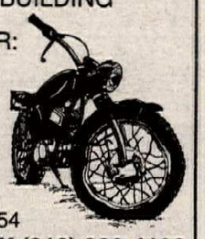

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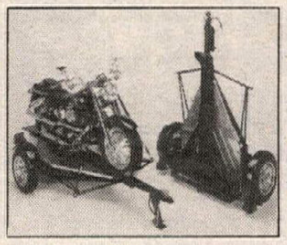

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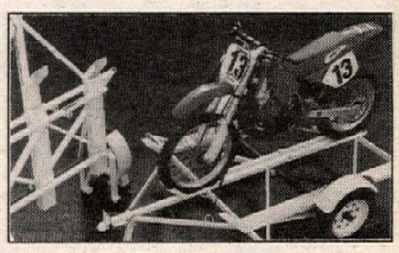

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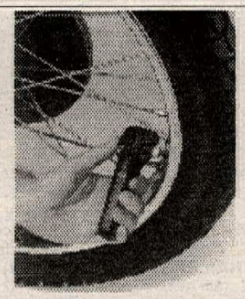

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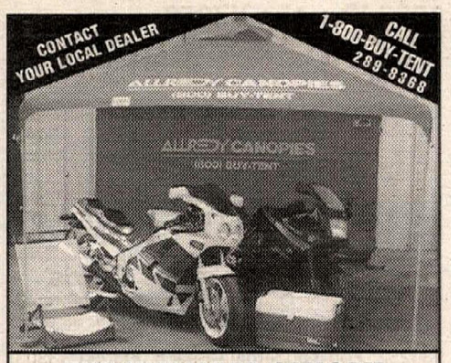

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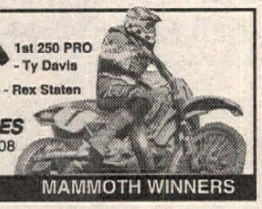

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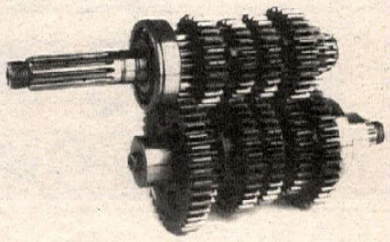

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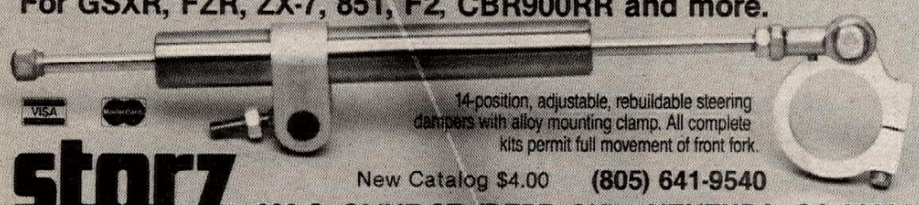

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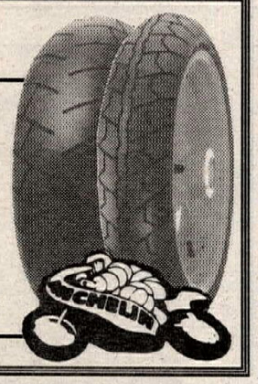

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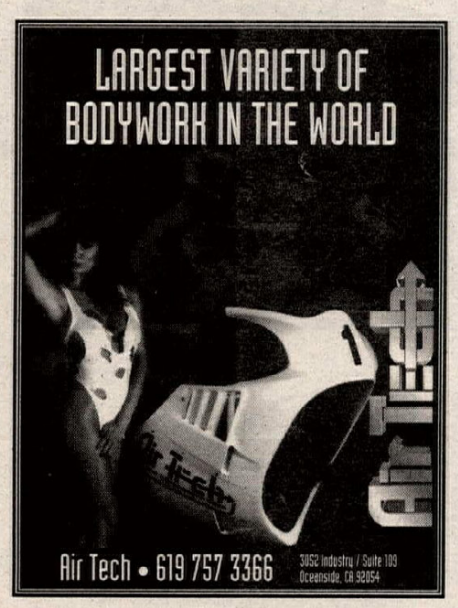

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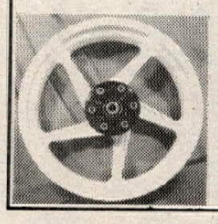

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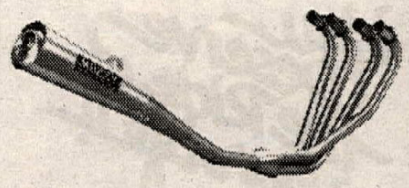

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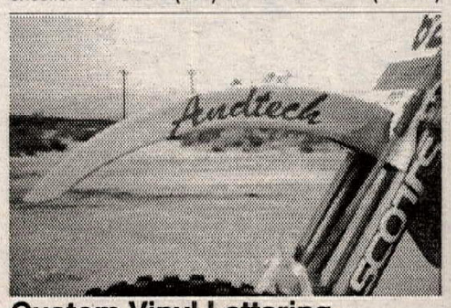

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